JUNE 7, 1954

Selling the New "Chief"... p. 33

RAILWAY AGE

The Standard Railroad WEEKLY for Almost a Century

IN THIS ISSUE:

Common or Private Transport?

Answers to Lading Quiz

Let Machines Do More Work

Revamped Reefer

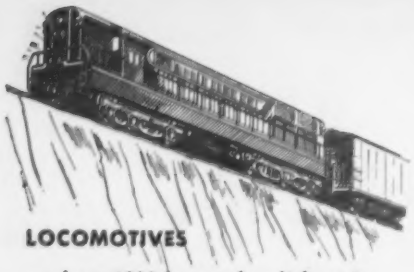
Will French Piggyback Work Here?

FOR LOWER TRUCK MAINTENANCE

Specify WINE BRAKE BALANCERS

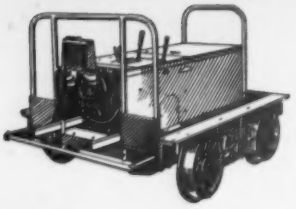
EQUALIZE BRAKE FORCES! BALANCE TRUCKS!

THE WINE RAILWAY APPLIANCE CO. TOLEDO 9, OHIO



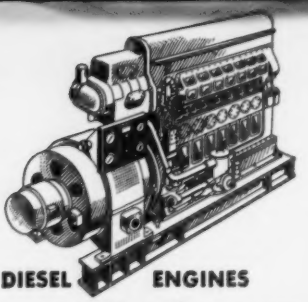
LOCOMOTIVES

. . . from 1200 hp. yard switchers to the newest in motive power, the 2400 horsepower Train Master, the world's most useful locomotive.



RAIL CARS

. . . that have the extra capacity for full crew and tools, the power to do the heavier jobs faster . . . and with greater safety.



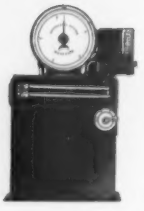
DIESEL ENGINES

. . . for dependable off-rail power requirements from 5 to 3600 horsepower. Also, portable lights for signaling, emergency work, and B&B crews.

wherever you go by rail you find the FAIRBANKS-MORSE seal of quality on . . .

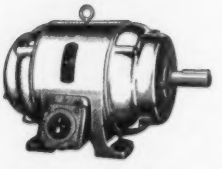
PUMPS

. . . for fuel oil transfer, up to large-capacity types that drain off flood waters.



SCALES

. . . platform and beam types for weighing small shipments, to large track scales that weigh ore a train-load at a time.



ELECTRIC MOTORS

. . . in locomotives, passenger cars, in the shops and stations, helping to turn the many wheels that are the railroad industry.

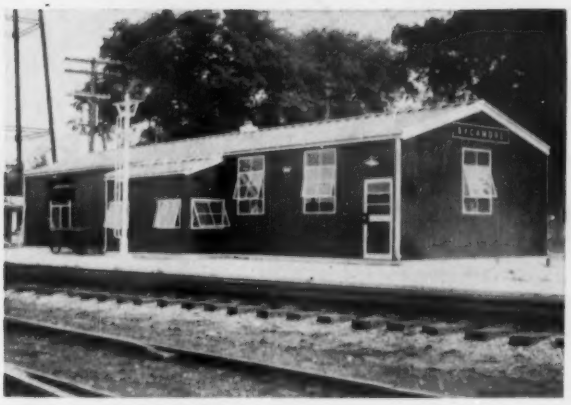
in all industry . . .
for more than 120 years it's

FAIRBANKS-MORSE

a name worth remembering when you want the best

RAIL CARS AND RAILROAD EQUIPMENT • DIESEL LOCOMOTIVES AND ENGINES • ELECTRICAL MACHINERY • PUMPS • SCALES • WATER SERVICE EQUIPMENT • HAMMER MILLS • MAGNETOS

Fairbanks, Morse & Co., 600 S. Michigan Ave., Chicago 5, Illinois



More than 100 railroads are using ARMCO STEEL BUILDINGS

Armco Steel Buildings are meeting the building needs of more than 100 American railroads in various applications such as maintenance-of-way requirements, freight houses, small way stations, Diesel engine houses, and other similar structures. Here are some of the reasons why.

Interlocking STEELOX panel construction saves erection time and materials. The panels provide both structural support and finished exterior. This saves sidewall framing and eliminates rafters, sheathing and roofing. A small crew can erect your Armco Building quickly and easily with ordinary hand tools.

There is little or no maintenance with an Armco Steel Building. Nothing to warp, crack, rot or burn. An occasional painting will retain the original neat appearance. And should your needs for space change, you can enlarge your Armco Building with always available standard parts—or even dismantle it and put it up again on a new site. There's no loss of materials and the building is as strong and weather-tight as new.

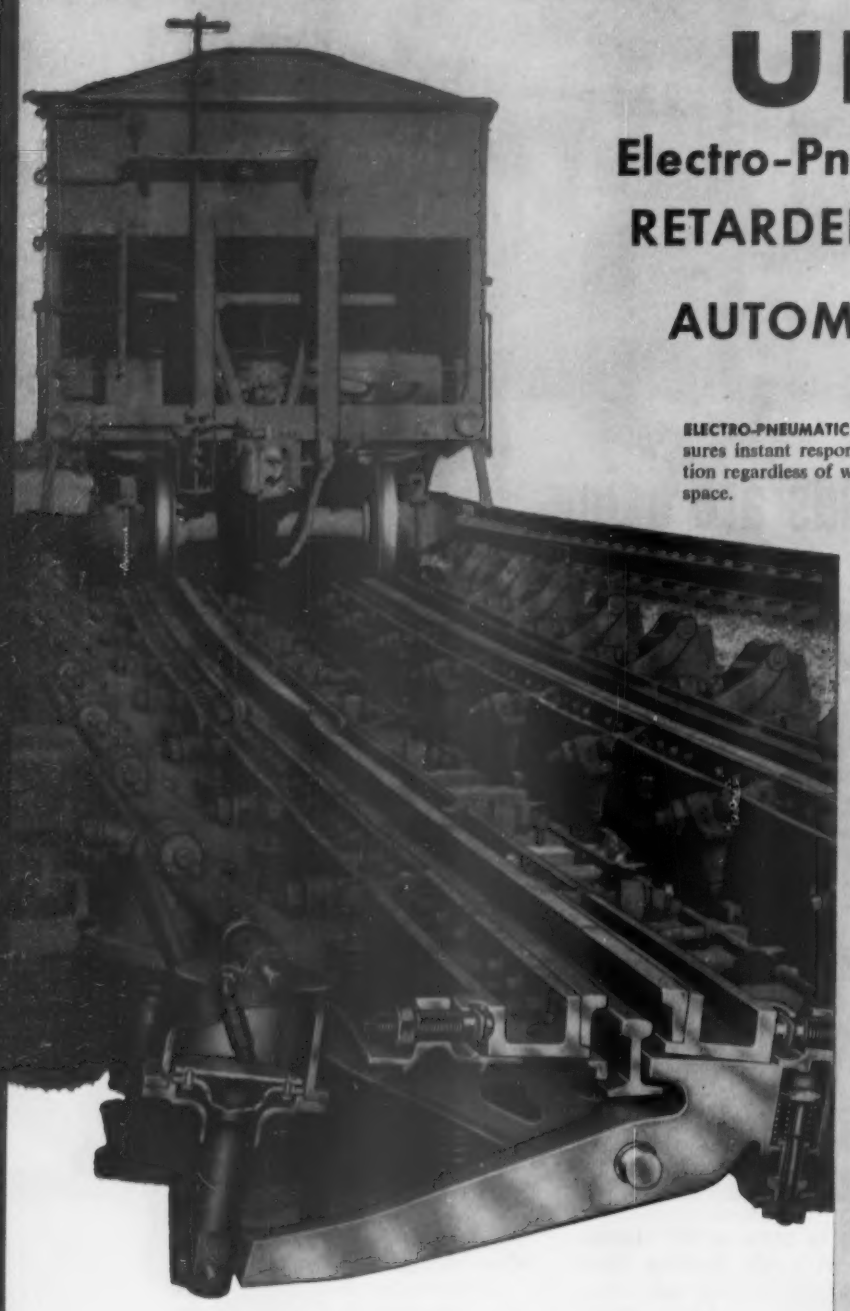
Write us for complete data on your specific building needs. Armco Drainage & Metal Products, Inc., 3744 Curtis Street, Middletown, Ohio. Subsidiary of Armco Steel Corporation. In Canada: write Guelph, Ontario. Export: The Armco International Corporation.

ARMCO STEEL BUILDINGS ARMCO

Speed freight-car classification, reduce damage claims with

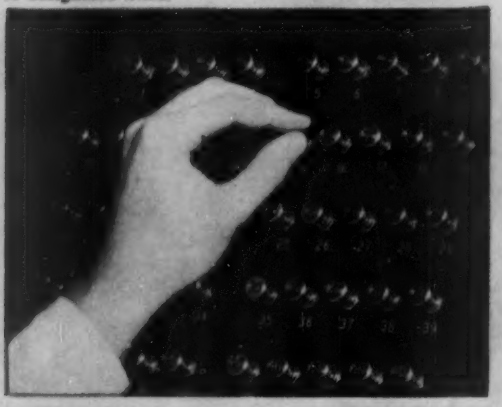
UNION

Electro-Pneumatic RETARDERS, RETARDER SPEED CONTROL AND AUTOMATIC SWITCHING

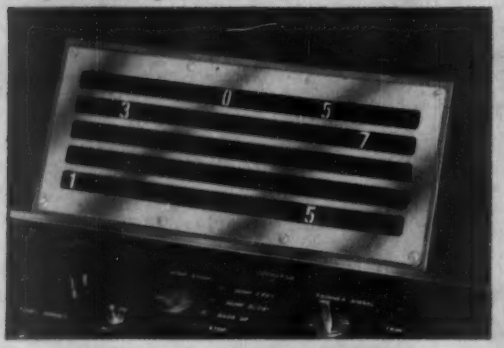


ELECTRO-PNEUMATIC OPERATION of UNION Retarder assures instant response to controls and uniform retardation regardless of wheel widths. Unit construction saves space.

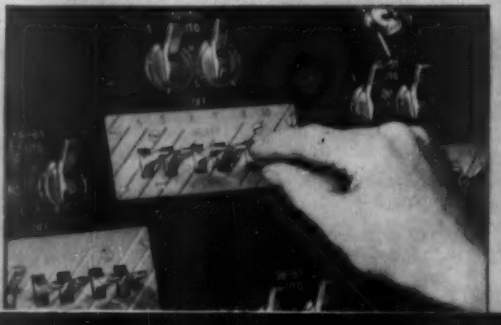
PRESSING ONE PUSHBUTTON on the UNION control panel automatically positions switches as cut of cars proceeds to designated track.



ADVANCE SELECTION of routes for as many as five cuts can be made. Selected routes are registered on indicator at top of control panel.



DESIRED SPEED for each cut leaving a retarder is selected by simply operating one of six levers to "Light" car or "Heavy" car position. Retarder operates automatically to reduce speed of cut to that selected.



You can substantially reduce car handling time and damage claims in your classification yards with UNION Retarders combined with Retarder Speed Control and Automatic Switching. Faster classification results in quicker train departures and earlier deliveries to industries and connecting railroads.

From one control panel in a strategically located tower one operator not only can handle all classification switching, but also can accurately adjust car speed for proper coupling. This materially reduces wear and tear on cars and possible damage to lading.

Write for complete information.

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE PENNSYLVANIA

NEW YORK • CHICAGO • ST. LOUIS • SAN FRANCISCO

RAILWAY AGE

EDITORIAL AND EXECUTIVE OFFICES AT 30 CHURCH STREET, NEW YORK 7, N. Y., AND 79 WEST MONROE STREET, CHICAGO 3, ILL. BRANCH OFFICES: 1081 NATIONAL PRESS BUILDING, WASHINGTON 4, D. C.—TERMINAL TOWER, CLEVELAND 13, OHIO—TERMINAL SALES BUILDING, PORTLAND 5, ORE. — 1127 WILSHIRE BOULEVARD, LOS ANGELES 17, CAL.—244 CALIFORNIA STREET, SAN FRANCISCO 11, CAL. — 2909 MAPLE AVENUE, DALLAS 4, TEX.

EDITOR.....James G. Lyne
EDITORIAL CONSULTANT.....Samuel O. Dunn
EXECUTIVE EDITOR....William H. Schmidt, Jr.
MANAGING EDITOR.....C. B. Tavenner
NEWS & FINANCIAL EDITOR.....
Gardner C. Hudson
WASHINGTON OFFICE .....Walter J. Taft
WESTERN EDITOR.....M. H. Dick
TRAFFIC & TRANSPORTATION DEPARTMENT
Robert G. Lewis John W. Milliken
Joe W. Kizz'a
MECHANICAL DEPARTMENT.....
C. B. Peck E. L. Woodward
H. C. Wilcox C. L. Combes G. J. Weihofen
ELECTRICAL DEPARTMENT....Alfred G. Oehler
ENGINEERING DEPARTMENT.....
Radford E. Dove Halbert H. Hall
Robert F. Lindsay
PURCHASES & EQUIPMENT.....Fred C. Miles
SIGNALING & COMMUNICATIONS
John H. Dunn Robert W. McKnight
WESTERN NEWS DEPARTMENT..A. M. Cox, Jr.
EDITORIAL PRODUCTION.....Ralph M. Schmidl
ASSOCIATE EDITOR.....Charles Layng
LIBRARIAN.....Edith C. Stone
EDITORIAL ASSISTANTS.....
June Meyer Ann Ortlinghaus
Anne Schreiner Emma Rehm

SUBSCRIPTION TO RAILROAD EMPLOYEES ONLY IN U. S., U. S POSSESSIONS, CANADA AND MEXICO, $4 ONE YEAR, $6 TWO YEARS, PAYABLE IN ADVANCE AND POSTAGE FREE. SUBSCRIPTION TO RAILROAD EMPLOYEES ELSEWHERE IN THE WESTERN HEMISPHERE, $10 A YEAR; IN OTHER COUNTRIES, $15 A YEAR—TWO-YEAR SUBSCRIPTIONS DOUBLE ONE-YEAR RATE. SINGLE COPIES 50c, EXCEPT SPECIAL ISSUES $1. CONCERNING SUBSCRIPTIONS ADDRESS ROBERT G. LEWIS, VICE-PRESIDENT, 30 CHURCH ST., NEW YORK 7.

Published weekly by the Simmons-Boardman Publishing Corporation at Orange, Conn., and entered as second class matter at Orange, Conn., under the Act of March 3, 1879. Name registered in U. S. Patent Office and Trade Mark Office in Canada. Simmons-Boardman Publishing Corporation: James G. Lyne, president. Samuel O. Dunn, chairman emeritus. J. S. Crane, vice-president and secretary. Harry H. Melville, C. W. Merriken, John R. Thompson, William H. Schmidt, Jr., J. S. Vreeland, Fred W. Smith, Robert G. Lewis, vice-presidents. Arthur J. McGinnis, executive vice-president and treasurer. Ralph E. Westerman, assistant treasurer.

June 7, 1954 **Vol. 136, No. 23**

Week at a Glance

Who'll piggyback what? Sharply divergent viewpoints on that presently pertinent question were expressed by both speakers and audience at a recent New York Traffic Club meeting. 7

Estimated net income of Class I railroads for April was $39,000,000, but little more than half the $77,000,000 reported for April 1953. 13

Railroad supply business continues to change, with American Car & Foundry Co. changing its name to reflect its diversification program; Pressed Steel Car Company closing its major car building plant; and Westinghouse Electric Corporation giving up its heavy traction business. 15, 16

FORUM: There can be no substitute for experience in determining how piggyback operations can best be conducted. 29

The "San Francisco Chief," new Santa Fe streamliner, has made its debut to the accompaniment of an all-out promotional and merchandising program. 33

"Let machines do more work," says Western Maryland Controller B. E. Wynne, whose ideas have many special applications in railroad purchases and stores departments. 35

The New Haven owns its own parcel lockers—and indications are that it will recoup its investment in about 21 months. 38

A mechanical refrigerator car — a converted conventional reefer — is being tried out on the C&NW. 40

Piggyback—French style — has possible applications in the United States. 45

Manual slack adjustment

costs money!

Have you ever figured out just how much you spend every year on manual brake adjustment? It can run into many thousands of dollars.

These costs can be pared to the bone with Westinghouse Type D Pneumatic Slack Adjusters.

It will pay you to investigate.

Westinghouse Air Brake COMPANY

AIR BRAKE DIVISION WILMERDING, PENNA.

Current Statistics

Operating revenues, four months	
1954	$ 3,040,657,088
1953	3,501,247,731
Operating expenses, four months	
1954	$ 2,455,506,101
1953	2,653,454,001
Taxes, four months	
1954	$ 297,338,860
1953	422,069,552
Net railway operating income, four months	
1954	$ 206,661,676
1953	353,248,469
Net income, estimated, four months	
1954	$ 128,000,000
1953	262,000,000
Average price railroad stocks	
June 1, 1954	66.45
June 2, 1953	63.47
Carloadings, revenue freight	
Twenty-one weeks, 1954	12,941,485
Twenty-one weeks, 1953	14,936,208
Average daily freight car surplus	
May 29, 1954	113,629
May 30, 1953	39,224
Average daily freight car shortage	
May 29, 1954	424
May 30, 1953	2,846
Freight cars delivered	
April 1954	4,038
April 1953	6,839
Freight cars on order	
May 1, 1954	17,817
May 1, 1953	62,637
Freight cars held for repairs	
April 1, 1954	102,266
Apr'l 1, 1953	94,896
Average number of railroad employees	
Mid-April 1954	1,050.836
Mid-April 1953	1,204,879

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PUBLICATIONS (A.B.P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.) AND IS INDEXED BY THE INDUSTRIAL ARTS INDEX AND BY THE ENGINEERING INDEX SERVICE. RAILWAY AGE INCORPORATES THE RAILWAY REVIEW, THE RAILROAD GAZETTE, AND THE RAILWAY AGE GAZETTE.

Departments

Competitive Transport	14
Figures of the Week	13
Forum	29
Labor & Wages	13
Law & Regulation	8
New Facilities	49
Operations	7
Organizations	49
People in the News	15
Questions and Answers	30
Railway Officers	50
Securities	48
Supply Trade	15

Week at a Glance CONTINUED

What research can do was a major topic of discussion at the annual meeting of the AAR's Accounting Division. 46

BRIEFS

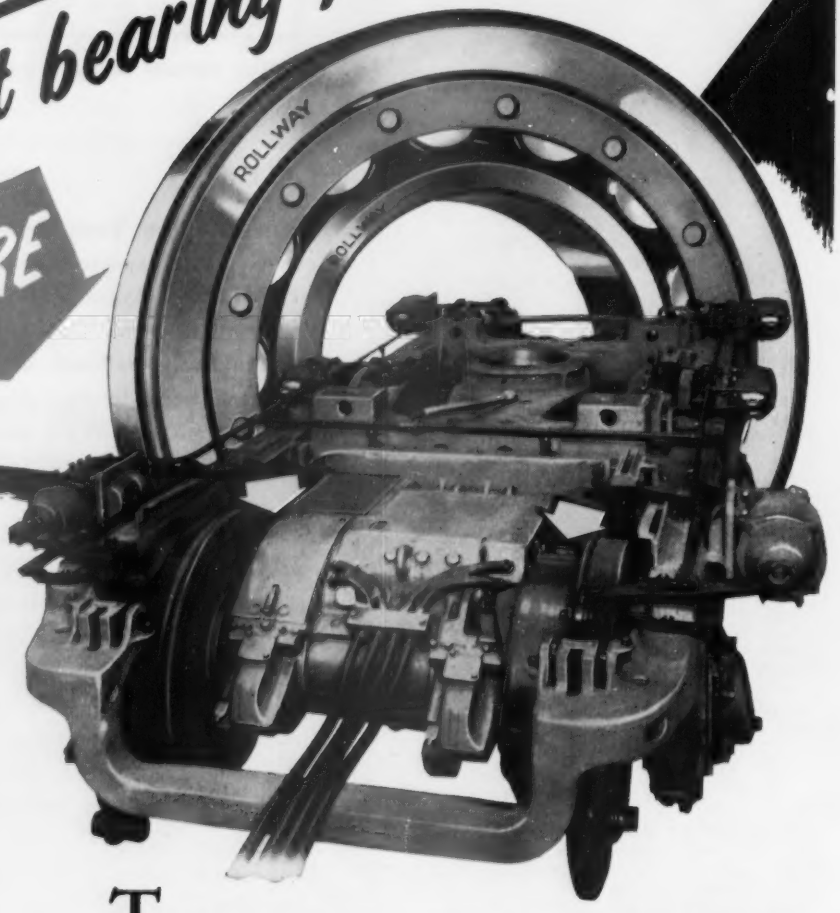
Control of New York Central still hangs in the balance as election inspectors continue counting ballots cast at the May 26 annual meeting. The inspectors, it was revealed last week, have rejected the management proxy committee's challenge of the voting of 800,000 NYC shares owned by two associates of Robert R. Young. William White, NYC president, indicated the road's management again will take the issue to court.

Electro-Motive Division of General Motors is not planning to manufacture the piggyback car that it designed, but will probably authorize other manufacturers to build such cars under license. It has been reliably reported that the company feels its assignment—from a leading railroad, which asked for development of such a car, of terminal designs and of loading equipment—has been completed, and that further development of the project is up to railroads and truckers.

Detergents may take the place of much of the sand now used to prevent wheel slip. This conclusion can be drawn from results of a three-year test recently completed. More about this later.

Interest in acquiring the Illinois Terminal, by at least three different groups, was revealed at a June 2 directors' meeting of the road in St. Louis. Kidder, Peabody & Co., presumably representing the Toledo, Peoria & Western, and the Missouri-Illinois Bi-State Development Agency, have made "inquiries," according to President H. W. Ward. He also stated that proprietary lines of the Terminal Railroad Association of St. Louis have expressed interest in the 364-mile IT. He emphasized, however, that there have not been any definite proposals by any of these groups. In the past, an interest in the IT has also been exhibited by the Rock Island.

GUARD against bearing failure... HERE



RIGHT ANGLE
Roller ends, precisely square to avoid end-rub, oscillation and side-shock.
RIGHT ANGLE
Bearing surfaces with parallelism that results in unwavering right-line rolling.
RIGHT ANGLE
Separator slots accurately machined to prevent roller skew, slide and uneven wear.

• Our engineers will gladly work with you on your bearing problems. Confidential consultation. No charge—no obligation.

The Diesel's quick starting, fast acceleration and high running speed imposes a triple burden on pinion and commutator bearings.

Races and rollers must be rugged enough to meet sudden shock loads head on—without spalling or brinelling. Bearing surfaces must be machined precise enough to provide right-line rolling—with minimum friction. Fits and clearances must be calculated properly to permit thermal expansion—without binding.

Rollway's long experience with the stiff requirements of Dieselization—plus Rollway's *right-angle design, roller-riding cages* and *larger, longer crowned rollers*—results in a bearing that gives you more mileage with less maintenance.

ROLLWAY BEARINGS

Complete line of Radial and Thrust Cylindrical Roller Bearings

Rollway Bearing Co., Inc.
Syracuse 4, N. Y.

SALES OFFICES
Syracuse Boston Chicago Detroit Toronto Pittsburgh Cleveland
Milwaukee Seattle Houston Philadelphia Los Angeles San Francisco

Who Will Piggyback What?

That question brings out sharp diversity of viewpoints in stormy session at New York Traffic Club

The future of piggyback from four points of view brought out the largest forum attendance in the history of the New York Traffic Club on May 25, filling the ballroom of the Biltmore Hotel. If interest keeps rising, Madison Square Garden may be the next locale, claimed President J. P. Dennis.

A session made exciting by forceful, if polite, clashes of points of view of both panelists and members of the audience brought out big differences of opinion about the rights of railroads to move their own freight in trailers and the freedom with which they ought to make trailer service available to all comers.

H. W. Von Willer, vice-president—traffic, Erie, called piggyback "the most important topic before the purchaser of transportation today." His remarks backed the plan which, in his opinion "is the most workable" — namely, movement of railroad-billed freight in railroad-owned trailers. He claimed this is the plan the railroads can put into effect with the least damage to their revenues, and that, to shippers, it had the advantage of "a full and complete trailer service by one transportation company."

First, "Learn to Walk"—Mr. Von Willer described the Erie's experiment in trailer-lot service, effective June 16, as "trying to learn to walk before we attempt to run." The tariff "is not perfect"; the idea is "to get the service into effect." He warned that "the probable results of the experiment by eastern railroads have been exaggerated. . . It is not a cure-all. . . It is not applicable to as many points as shippers may desire."

Going briefly into the physical operation planned by Erie, the speaker said that special cars will carry two trailers, with a revenue per car-mile "which will serve to protect revenues obtainable under the existing railroad rate structure." He complimented the Electro-Motive Division of General Motors "on a splendid job of research" in designing a two-trailer car which it has elected not to build but to make available to established car builders.

In summation, the Erie officer described the new operation as "another effort of eastern railroads to commercialize their rate structure; piggyback is only one of the answers."

In the question period, Mr. Von Willer denied a charge that railroads would use "antiquated equipment." He said carriage of household goods was not in the railroad trailer-lot tariffs just published, but presumed that such tariffs could be extended "to cover the trailer movement of any commodity for which demand exists"—adding: "I'd much rather carry canned goods." To a trucker asking if it is wise for the railroads to weaken common carrier highway carriers, he responded: "Is not the preservation of strong railroads an equal necessity, and have not certain things happened which threaten those railroads—real common carriers?" A salesman for a trucking company specializing in less-truckload commodities for short hauls asked if there was anything he had "to worry about" in competition from the new eastern roads' services. The Erie officer pointed out that the new tariffs apply only to trailer lots—but added: "Don't rest too easy."

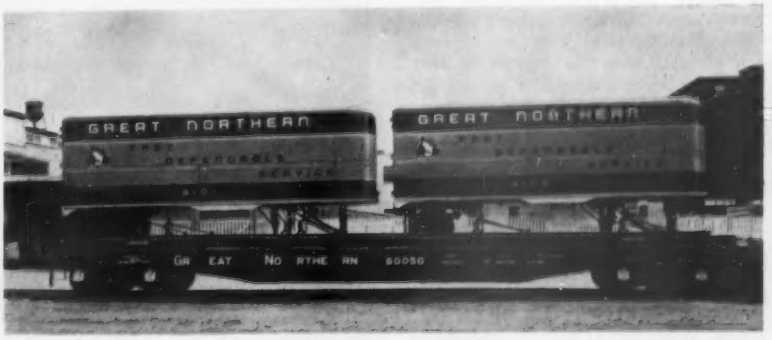
NYC Plan—Eugene F. Ryan, president, Rail-Trailer Company, spoke on behalf of what was termed "the New York Central plan" and the motor common carriers which will use it. This backer of piggyback service open only to regular-route motor truckers presented findings set forth in a signed article which appeared in *Railway Age*, May 10. He asserted that, after careful study, he "discarded completely" the idea that railroads should provide trailer service themselves. In fact, he doubts its legality. He said there is nothing new about the trailer-lot service about to be offered by eastern roads; that identical transit time and rates can be obtained from motor carriers moving over the highways.

Mr. Ryan emphasized that the Central plan will mean no change for the shipper; he will continue to use the established motor carrier. "He won't know whether the trailer carrying his freight moves over the highway or by rail." For the railroad this kind of piggyback will mean "going after the business where the business is." For the motor carrier it will fill the need for "a fixed cost of doing business."

This spokesman said the Central "is not trying to get into the service before anybody else"; that it plans to use "the best of equipment," which can load 120 trailers on 60 cars in an hour or less. In response to floor questions, he pointed out that empty trailers would be moved under varying arrangements and charges, depending upon local situations. On loaded trailers, service would match that now given by motor carriers over the highways—about 30 hours between New York and Chicago.

Would Freeze Status Quo — Robert J. McBride, general manager, Common Carrier Conference, spoke for regular route truckers. While he expressed enthusiasm for the possibilities of "joining the advantages of trucks and rails for the benefit of the shipping public," he said the status quo ought to be frozen until the ICC finds answers to the 12 questions on piggyback now before it. Truckers are looking forward to the hearings which open June 28, "because legitimacy must be established first. The baby needs naturalization papers before he gets a birth certificate."

The speaker asserted that: (1) No new rail-trailer service should be of-



NOW IN SERVICE between the Twin Cities and Duluth and Superior, the Great Northern's own truck-trailer-on-flat-car operation includes both less-than-carload and full trailer-load traffic. Contract truckers handle movement of trailers in city streets, while regularly scheduled fast freight trains carry the semi-trailers between rail termini.

fered until the ICC has ruled on right and wrong; and, (2) any operation involving haulage of trailers must involve a joint effort, including highway common carriers, who must hold proper certification for operation between the points served. "The independence of highway and rail transportation must be perpetuated; we must not let another rivulet of transportation depress the common carrier industry, which now faces a new danger."

Let Private Carriers In—William H. Ott, general traffic manager, Kraft Foods, and a spokesman for private truck fleet owners, took the position that shippers don't yet know what the ultimate possibilities of piggyback are; hence, they should have the right to see all forms of the operation tried out, without undue or special regulation. "If piggyback is good, the benefits ought to be extended to all who can use it—private truck operators and shippers, as well as for-hire carriers."

Mr. Ott held it "good sense" for railroads to get for themselves the advantages of trailer movement now exploited solely by motor carriers. Instead of using "a middleman who can take traffic away at will," he suggested, "Why not offer the service to all comers, thus avoiding use of an intermediary." He compared an exclusive tie-in on piggyback with "the forwarder situation, which has haunted the railroads for some years past."

Offering piggyback service to private truckers, asserted Mr. Ott, would give the railroads "an excellent opportunity to put some of the traffic lost to private carriers back on the rails." Referring to the belief that common carrier truckers would boycott piggyback if it were made free to all, Mr. Ott asked: "Is that bad? On whom would the onus then be placed?"

In a later interchange of views, Mr. Ryan charged that, in no past experiment with piggyback, has a private shipper ever availed himself of the service. In the early Thirties the Chicago Great Western established tariffs for trailers of all comers. It was later rescinded by the railroad without a single protest. Only a minor fraction of trailers hauled by the New Haven are owned by private shippers. Mr. Ott rejoined that Kraft doesn't use the NH service because it is more costly than running over the highways; that that is so because shippers cannot get the same low rates as motor carriers; and that he will use the service when he can enjoy the same charges as common carrier truckers. "I'd like to use the service; but I'm not able to."

Reading Will Offer Piggyback Service

The Reading plans to operate a trailer-on-flat-car service, Joseph A. Fisher, president, told stockholders at the annual meeting in Philadelphia June 1. Such service, he added, "has been under consideration for some time." Mr. Fisher said he did not expect the Reading to spend large sums of money on flat cars. "We think we can use some of our present cars to advantage." No further details about the road's plans were made available.

Maine Central's Last Steam Run on June 13

The last steam locomotive to be operated on the Maine Central will haul a special train on June 13 from Portland to Bangor and return. Locomotive 470 has been selected to make the historic trip. Harold J. Foster, MC passenger traffic manager, has set up a special low-rate excursion ticket which will be good for the entire trip or any part of it. A detachable stub will carry the passenger's signature and state that he was a passenger on the road's last steam-powered train.

E. Spencer Miller, president of the road, has arranged to make Locomotive 470 a permanent memorial. It will be set on a small piece of track mounted in concrete on the lawn in front of the Waterville station. A bronze plaque will be imbedded in the concrete base, giving a brief history of steam power on the MC and the story of the locomotive making the historic final trip.

Plan Would Integrate Staten Island Transit

The New York City Transit Authority has announced a plan for integrating competing bus and rapid transit systems on Staten Island. Calling for free transfer between authority buses and the Staten Island Rapid Transit, a Baltimore & Ohio subsidiary, the plan also would eliminate and integrate some bus lines. The railroad, it was indicated, would receive the major share of the fare on a combined free-transfer ride.

Law & Regulation

Common or Private Transportation?

Their "incompatibility" presents "formidable choice," Freas tells ICC practitioners, as they consider possible changes in regulatory procedures

Possible improvements in regulation of transportation occupied the center of attention as the Association of Interstate Commerce Commission Practitioners held its 25th annual meeting at Boston, May 19-20. Two of the three business sessions were devoted to a forum discussion on improvement of administrative procedure; and one to a similar forum on organization of regulatory agencies, whil the principal address, by Interstate Commerce Commissioner Howard Freas, was on the subject, "The Regulatory Process."

Common or Private Carriage?—"We have come," Commissioner Freas

IMPROVEMENT OF ADMINISTRATIVE PROCEDURE was discussed by a forum composed of (left to right): Anthony F. Arpaia, member, ICC; Louis A. Jaffe, professor of administrative law, Harvard Law School; Charles D. Mahaffie, member, ICC; John R. Turney, of the Washington, D.C., law firm of Turney & Turney (moderator); Hugh W. Cross, member, ICC; and Nuel D. Belnap, of Walter, Burchmore & Belnap.

said in that address, "to the crossroads. We must decide whether we want an adequate common carriage transportation system or whether an unrestricted right to transport that which is to the individual shipper's or traveler's advantage is more desirable. It is a formidable choice, but it becomes more clear each day that the two are incompatible. The importance of this decision calls for deliberation, but the urgency requires action."

Earlier in his talk, the commissioner had pointed out that "the level of competition is largely fixed by forces beyond the control of regulated carriers," because "a substantial segment [of transportation] consists of proprietary and other forms of carriers of various descriptions, who haul that which is to them attractive and without regard to the effects on established rate structures, leaving for common carriers that which those that are unregulated find undesirable."

To emphasize this point, he said elsewhere that "certain carriers are under compulsion to furnish adequate facilities at reasonable rates for all who choose to use their services, while others without a like compulsion or restraint use public facilities to compete with them in transportation of selected tonnage. In addition to selecting the most profitable transportation and leaving that which is unprofitable to common carriers, practices of leasing and so-called 'buy and sell' activities are resorted to. Differences in taxation add to the common carriers' disadvantages in this competitive struggle."

"We all can be helpful" and "we all have a responsibility," he declared, in helping to form a new transportation policy, but "there are both constructive and objectionable ways of discharging our joint responsibility to keep regulation abreast of the times. The constructive way is to analyze a situation objectively, decide what is good and what is bad, and then strive in an open and straightforward manner for improvement. Regulatory bodies do not claim perfection. Generally speaking, they stand ready to admit their own shortcomings. They are eager to see these corrected and will generally work to that end with anyone who has a well thought-out proposal.

Concerned About "Broadsides"—"Unfortunately, however, there appears to be a studied movement to discredit regulatory bodies in the eyes of the public. That certain people don't like the commission's work is no occasion for great concern. . . . But I am greatly concerned with the 'broadsides' of what appears to be a militant opposition. Confined to generalities, insinuations and innuendoes, they intimate things which are untrue or at least only half truths, but point out no particular problem, supply no probative facts and offer no remedies."

New Procedure Suggested—Some problems, and some possible changes, in regulatory administrative procedures were thoroughly aired in an all-day discussion by a special panel whose members are identified in the accompanying picture (page 8).

The most revolutionary proposal considered by this panel came from Commissioner Arpaia; it would provide, in brief, that all matters not sufficiently important to go directly before the full ICC membership should be decided initially by a single commissioner, "who would be able, because of his reduced workload, to give more attention to each matter referred to him." Only one petition for reconsideration would be permitted, to go to a rotating appellate division of three other commissioners, who could support or reverse the single commissioner, or reserve the case for the entire body. The decision of these three members would be final, in the absence of a showing that the issue involved was "novel or important." Such a contention, if made, would be considered by the remaining seven commissioners, but only to pass on the single point of whether or not the matter was important enough to become a "full commission" case.

The other forum, which spent the convention's second morning in discussing four proposals for improvement of regulation of commerce, included J. L. Burke, president, Service Pipe Line Company; Henry F. McCarthy, vice-president, Seatrain Lines; William H. Ott, Jr., general traffic manager, Kraft Foods; Roland Rice, of the Washington, D.C., law firm of Rice, Carpenter & Carraway; and J. F. Eshelman, general attorney, Pennsylvania, who appeared in place of John B. Prizer, PRR general counsel. George P. Baker, professor of transportation at the Harvard Business School, acted as moderator.

Combine ICC-CAB?—Of most general interest was Mr. Eshelman's contention that the ICC and the Civil Aeronautics Board should be combined into a single regulatory agency, on the grounds that the resulting single agency would:

(1) Deal more impartially with different types of carriers;

(2) Lead to enactment of more equitable regulatory laws which would better preserve inherent advantages of each mode of transportation;

(3) Encourage better coordination of different types of carriers;

(4) Operate more cheaply than separate agencies; and

(5) Save the substantial sums of money now spent on subsidies to air carriers.

"Great Strides"—The association's Special Committee on Reorganization of the ICC, headed by S. H. Moerman, of the Washington law firm of LaRoe, Winn & Moerman, reported that the commission "has made great strides" in reorganizing its work along the lines of the Wolf Report, and its own ideas. There is, the committee said, "an enthusiastic determination at the ICC to improve the quality of its public service."

Other committee reports covered such topics as fees for services at the ICC (John R. Mahoney, of Casey, Lane & Mittendorf, New York, chairman); revision of ICC rules of practice (John R. Turney, chairman); revision of the association's constitution (presented by Mr. Turney for Chairman Wilbur LaRoe, Jr.); and ICC budget (Johnathon Gibson, vice-president, Santa Fe, chairman).

Giles Morrow, retiring president of the association, and president of the Freight Forwarders' Institute, presided at all business sessions, while James R. MacAnanny, freight traffic manager of the Boston & Maine-Maine Central, headed the committee on convention arrangements.

James F. Pinkney, general counsel of the American Trucking Associations, was moved up from first vice-president to president of the association; while Dr. Ford K. Edwards and Wilbur LaRoe, Jr., both of Washington, were re-elected secretary and treasurer, respectively. Railroad men elected to regional vice-presidencies included Neal J. Holland, general attorney, B&M, and William DeBoer, traffic manager, Colorado & Wyoming.

ICC Would Trim Activities Of Carrier Associations

The Interstate Commerce Commission has instituted a rule-making proceeding whereby it proposes to establish regulations governing the extent to which carrier associations may participate in commission cases.

The proceeding is docketed as Ex Parte No. 194. The proposed rules follow:

"(a) *Participation in general investigations and other proceedings.* Associations of carriers and freight forwarders may appear in general investigations and other proceedings to aid the commission in developing records in such proceedings, and to advance or protect the interests of members of the association as a whole, subject to limitations contained in other provisions of this rule.

"(b) *Participation as complainants or protestants.* Complaints or protests by associations of carriers and freight forwarders against existing or new rates, charges, fares, rules, regulations, practices, or applications for operating rights will not be entertained."

The commission contemplates no oral hearing, but anyone desiring to make representations for or against the proposed rules may submit written data, views, or arguments by July 15.

Background — "Questions have arisen," the commission said, "with respect to participation of associations of carriers and freight forwarders in proceedings before the commission. The right of an association to file a complaint against rates maintained by members of the association and nonmembers of the association has been questioned.

"Allegations have been made that associations are improperly engaged in the practice of law before the commission and applicants for operating rights opposed by associations contend that they are entitled to know, when

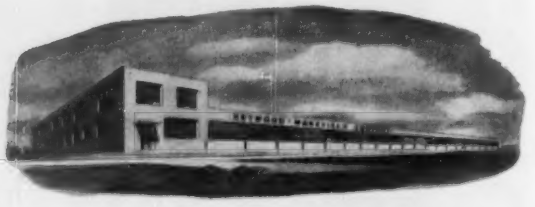
(*Continued on page 13*)

Heywood-Wakefield's famous Reclining Chairs with luxurious foam rubber cushions provide unexcelled comfort and relaxation for Canadian National passengers.

HEYWOOD-WAKEFIELD
Transportation Seating Division
Gardner, Mass., Orillia, Ontario, Canada

Matchless Heywood Seating Comfort in 161 New First Class Coaches for Canadian National Railways' Great Modernization Project

Heywood-Wakefield is extremely proud to be a part of Canadian National Railways' tremendous modernization program . . . aimed at providing the utmost in comfort, convenience and beauty in train travel. Progressive Canadian National assures its passengers of complete seating comfort by taking advantage of Heywood's practical know-how, Heywood's years and years of experience. Whether you are modernizing or adding entirely new equipment, Heywood-Wakefield seating will mean extra profits through extra comfort.



To serve Canada efficiently, Heywood has this big, modern plant in Orillia, Canada where transportation seating is manufactured.

Shown above—interior of one of the 80-passenger all-steel first class coaches constructed by Canadian Car & Foundry Co. for Canadian National Railways. Heywood's Reclining Chairs are upholstered to match the striking green, gold and black color scheme of these coaches.

Do you know Heywood owns the world's smallest 100% diesel-operated railroad? Upon request on your company's letterhead, we'll send a free copy of Grasse River R. R. Annual Report, a highly amusing account of a year's operation of this mighty midget.

HEYWOOD-WAKEFIELD

EST. 1826

CANADIAN NATIONAL RAILWAYS

SOLD AND DISTRIBUTED THROUGH

RAILWAY & POWER ENGINEERING *Corporation Limited*

169 Eastern Avenue
TORONTO 2, ONTARIO

SALES OFFICES & WAREHOUSES

New Glasgow
Montreal
Noranda
North Bay
Toronto
Hamilton
Windsor
Winnipeg
Edmonton
Vancouver

Always an operating hazard—and a constant drain on the maintenance budget—rust is a doubly dangerous enemy now when it is difficult to obtain metal replacements.

RUST-OLEUM stops rust effectively—is the practical answer to many railroad rust problems. Its tough, pliable, rust-resisting film gives excellent protection to bridges, rolling stock, metal buildings, signal equipment, tanks and many other rustable metal surfaces.

CUT YOUR MAINTENANCE COSTS

RUST-OLEUM cuts maintenance costs in two ways. (1) It prevents rust on new rustable metal surfaces so that costly replacements can be deferred longer than previously could be expected. (2) Because RUST-OLEUM can be applied *even* over metal already rusted—usually without sandblasting or the use of chemical rust removers—it saves many, many man hours. *Write for your copy of the NEW RUST-OLEUM Railroad Catalog.*

RUST-OLEUM CORPORATION
2595 Oakton Street, Evanston, Illinois

Available in colors, and aluminum

Law & Regulation

(*Continued from page 9*)
their application is protested by an association, which members of the association would be adversely affected by a grant of the application. In view of these and other questions, it has been decided to institute this rule-making proceeding."

Labor & Wages

Some CNR Enginemen Drop Five-Day Week

The five-day week has been discarded by yard-service enginemen on eastern lines of the Canadian National, according to a spokesman for the Brotherhood of Locomotive Engineers. Decision to return to the six-day week, after a month's trial of the shorter work week, was said to have been based on pay cuts enginemen had to accept along with the shorter week. Some firemen who had been promoted to enginemen when the five-day week became effective are reverting to their previous jobs.

Pullman Arbitration Award Close to Company Offer

In an ahead-of-time report, the three-man arbitration board handling the Order of Railway Conductors & Brakemen's demands for a 174-hour work month for Pullman Company conductors issued an award which closely parallels the company's offer during mediation of the dispute. Reporting on June 1, although it had asked an extension until June 10, the board awarded the sleeping car conductors a 205-hour work month—five hours less than that in effect at present.

The board did not go along with the union's demands for elimination of a 10-hour margin of non-punitive time, nor did it grant a reduction of 10 hours in the limit for scheduling regular assignments over the basic work month. The union had also asked for eight 24-hour periods off duty per month. This the board denied, although it recommended adjustment in certain hardship cases.

The board was comprised of: (For the company), Mason B. Osburn, Pullman Company senior vice-president; (for the union), Roger Sarchet, chairman of the Third Division of the National Railroad Adjustment Board; and (neutral member), A. Langley Coffey, member of the Tulsa, Okla., firm of Coffey & Coffey. Mr. Coffey has served with the adjustment board's First and Third Divisions and a number of emergency and arbitration boards.

Figures of the Week

4 Months' Net Off $134 Million

Net of $128 million compares with $262 million last year —Net railway operating income was $207 million compared to $353 million

Class I railroads in the first four months of this year had an estimated net income, after interest and rentals, of $128,000,000, according to the Bureau of Railway Economics of the Association of American Railroads. This compared with a net income of $262,000,000 in the first four months of 1953.

Net railway operating income, before interest and rentals, was $206,661,676 for the first four months of this year. The comparable figure for the corresponding period of last year was $353,248,469.

April Results—Estimated results for April showed net income of $39,000,000, compared with $77,000,000 in April 1953. Net railway operating income for the 1954 month was $60,041,257, compared with $101,309,342 in April 1953.

CLASS I RAILROADS—UNITED STATES

	Month of April 1954	1953
Total operating revenues	$ 765,963,152	$ 905,622,513
Total operating expenses	611,773,147	673,718,570
Operating ratio—per cent	79.87	74.39
Taxes	73,428,825	111,579,340
Net railway operating income (Earnings before charges)	60,041,257	101,309,342
Net income, after charges (estimated)	39,000,000	77,000,000
	Four months ended April 30	
Total operating revenues	3,040,657,088	3,501,247,731
Total operating expenses	2,455,506,101	2,653,454,001
Operating ratio—per cent	80.76	75.79
Taxes	297,338,860	422,069,532
Net railway operating income (Earnings before charges)	206,661,676	353,248,469
Net income, after charges (estimated)	128,000,000	262,000,000

NO DECISION YET IN NEW YORK CENTRAL CONTEST

Tabulation of proxies in the struggle for control of the New York Central was still continuing as this issue of *Railway Age* went to press. William White, NYC president, on June 1, reconvened the stockholders' meeting, which had been recessed on May 26 (*Railway Age*, May 31, page 12); reported that counting and tabulating of votes was incomplete; and again recessed the meeting, this time to noon on June 8. Mr. White did not indicate whether a final result would be available for presentation to the June 8 session. The reconvened meeting lasted 4½ minutes and was attended by about 50 persons, in sharp contrast to the 2,200 present on May 26 (above). On June 8 the meeting will reconvene in the office of the secretary of the company, in the road's Albany passenger station.

257, compared with $101,509,342 for April 1953.

Freight Car Loadings

Carloadings for the week ended May 29 were not available when this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended May 22 totaled 681,967 cars; the summary for that week, compiled by the Car Service Division, Association of American Railroads, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 22

District	1954	1953	1952
Eastern	115,373	135,386	130,901
Allegheny	123,305	160,813	137,896
Pocahontas	48,889	53,734	57,006
Southern	116,026	122,409	122,066
Northwestern	115,487	127,101	126,239
Central Western	107,223	115,675	111,742
Southwestern	55,664	54,500	55,855
Total Western Districts	278,374	297,276	293,836
Total All Roads	681,967	769,618	761,705
Commodities:			
Grain and grain products	44,827	43,908	40,803
Livestock	7,455	7,285	7,481
Coal	102,898	124,190	128,658
Coke	7,728	13,268	15,511
Forest products	41,717	43,126	40,033
Ore	69,823	88,935	87,916
Merchandise l.c.l.	61,618	68,825	71,147
Miscellaneous	345,901	379,381	370,156
May 22	681,967	769,618	761,705
May 15	677,581	779,805	754,448
May 8	647,954	765,411	719,859
May 1	647,925	781,499	744,724
April 24	626,181	779,804	779,489
Cumulative total, 21 weeks	12,941,485	14,936,208	15,233,327

In Canada.—Carloadings for the seven-day period ended May 14 totaled 69,748 cars, compared with 68,061 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 14, 1954	69,748	28,941
May 14, 1953	80,501	33,129
Cumulative Totals		
May 14, 1954	1,261,763	546,018
May 14, 1953	1,399,837	608,404

1953's 4th Quarter Loading Estimate Was 8.3% High

The 13 Regional Shippers Advisory Boards overestimated car loadings for the fourth quarter of 1953 by 8.3%.

This was shown by the latest comparison of forecasts with loadings, made by Chairman Arthur H. Gass of the Car Service Division, Association of American Railroads.

All 13 boards overestimated fourth-quarter loadings for their respective territories. These overestimates ranged from 16.7% for the Great Lakes region to 3% for the Pacific Coast region.

On a commodity basis, there were overestimates in 27 of the 32 groups. They ranged from 21.6% for ore and concentrates to 0.8% for chemicals and explosives. The five underestimates ranged from 85.5% for hay, straw and alfalfa to 1.7% for flour, meal and other mill products.

Revenues and Expenses per Million Gross Ton-Miles—Class I Roads

Year	Operating revenues	Operating expenses	Index (1940=100) Revenues	Expenses
1940	$3,635	$2,614	100	100
1941	3,783	2,593	104	99
1942	4,249	2,619	117	100
1943	4,669	2,917	128	112
1944	4,753	3,164	131	121
1945	4,772	3,780	131	145
1946	4,587	3,823	126	146
1947	4,992	3,907	137	149
1948	5,684	4,391	156	168
1949	5,770	4,635	159	177
1950	5,965	4,445	164	170
1951	6,183	4,785	170	183
1952	6,481	4,932	178	169
1953	6,576	5,017	181	192

—From the May 14, 1954, issue of "Monthly Comment," published by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission.

AAR Price Index Dropped Slightly in First Quarter

The Association of American Railroads' price index for April was 123.5, off less than one percentage point from January's all-time high of 124.1.

This was shown by the latest issue of the index, which is published quarterly by the association's Bureau of Railway Economics. The index reflects average unit prices of materials, including fuel, on the basis of the June figures of the years 1947, 1948 and 1949 as 100.

April's 123.5 compared with 121.1 for April 1953. The comparable figure for April 1952 was 119.

Only Four Freight Classes Top Mail as Revenue Source

Only four freight commodity classes yielded more revenue than mail business to Class I railroads last year.

The Interstate Commerce Commission's Bureau of Transport Economics and Statistics presented the figures in its latest "Monthly Comment."

They showed 1953 mail revenue at $309.6 million. Last year's gross freight revenues in the four commodity classes which topped this were: bituminous coal, $1,115 million; lumber, shingles, and lath, $442 million; manufactured iron and steel, $376 million; and all l.c.l. freight, $321 million.

The bureau's discussion of the figures emphasized that they were "based on revenues only and do not provide any indication of the relative costs of performing the services."

Competitive Transport

President Gets Advice On Air Policy

Coordinating committee makes several recommendations covering subsidies and other phases of civil aviation—Would continue air mail "experiment"

Recommendations with respect to subsidies and other phases of air transportation were included in a report which the federal government's Air Coordinating Committee has made to President Eisenhower.

Robert B. Murray, Jr., under secretary of commerce for transportation, is chairman of the committee. In making public the report of 83 mimeographed pages, President Eisenhower said he would use it as a guide in his consideration of civil aviation questions.

Subsidy Policy—The report's recommendations with respect to subsidy included these:

Air line subsidy policy must be properly related to over-all transportation objectives.

Air line subsidy should, so far as possible, be limited to strictly temporary aid, designed to develop needed services which could not progress at an adequate rate without federal support.

Where the public interest requires the continued maintenance of uneconomic services, increased emphasis should be placed upon the inclusion of such operations within route systems that are capable of absorbing their cost without subsidy.

When any carrier or group of carriers achieves the basic capability for sustained self-sufficiency, it should be removed from the protection of subsidy eligibility.

The existence of a route certificate should not in itself obligate the government to continue subsidizing a service, if it is determined that the cost has become disproportionate to the public benefits.

Schedules should immediately be established for the orderly reduction, and withdrawal where appropriate, of domestic air carrier subsidy support.

User charges for federally-provided air transport facilities were favored by the committee but it would have such charges "treated as part of a comprehensive policy on charges for the use of all federally-provided transportation facilities and services."

The committee's recommendations with respect to air mail included one advising that the Post Office Department "should continue a program for experimenting with the transportation of first class mail by air as it is determined by the Post Office Department to be economically justified at

rates prescribed by the Civil Aeronautics Board."

As to air cargo the report had this recommendation: "The further development of the air cargo industry with particular emphasis on all-cargo services is in the national interest and should be encouraged."

People in the News

Symes Joins AAR Board

James M. Symes, who became president of the Pennsylvania on June 1, has been elected to the board of directors of the Association of American Railroads. He also was named to the board's executive committee.

In both positions Mr. Symes succeeded Walter S. Franklin, who was also his predecessor in the PRR presidency.

Taylor Is Acting Chief Of Merged ICC Bureaus

Charles W. Taylor has been appointed acting director of the ICC's new Bureau of Safety and Service.

He was formerly director of the Bureau of Service, one of the three bureaus which were consolidated to form the new bureau (*Railway Age*, March 19, page 6). The other two bureaus involved in the consolidation, which became effective June 1, were the Bureau of Safety and the Bureau of Locomotive Inspection.

Assistant Directors—S. N. Mills, who was director of the Bureau of Safety, was appointed assistant director of the new bureau in charge of its Section of Railroad Safety. That section now has the functions formerly exercised by the Bureau of Safety. Mr. Mills was also designated to serve as acting director of the new bureau during any absence of Mr. Taylor.

Charles H. Grossman, who was director of the Bureau of Locomotive Inspection, is another assistant director of the new bureau. He has charge of its Section of Locomotive Inspection, which now has the functions formerly exercised by the Bureau of Locomotive Inspection.

Meanwhile, Mr. Grossman retains his title of director of locomotive inspection under the Locomotive Inspection Act, which is a Presidential appointment. Full integration of the locomotive inspection work into the new bureau must await changes in the Locomotive Inspection Act, which the commission has recommended but which are opposed by Mr. Grossman and labor unions representing railroad employees (*Railway Age*, May 24).

Charles L. Harris, who was assistant director of the Bureau of Service, is a third assistant director of the new bureau. He will be in charge of its Section of Car Service. This section has an Explosives Branch which supplanted the Section of Explosives which was in the former Bureau of Service. The branch is headed by the supplanted section's former chief—V. E. Haninger.

Retirements—The commission has also announced the retirement (unrelated to the bureau consolidations) of three staff employees. They are: Elmer D. Rinehart, 64, assistant director of the Bureau of Safety; John E. Lowman, 65, valuation engineer of the Bureau of Accounts, Cost Finding and Valuation; and Mathew Culbert, Jr., 70, transportation tariff examiner in the Rail Tariff Section of the Bureau of Traffic.

Mr. Rinehart had been with the commission since 1925. Prior to that time he was in railroad service with the Panama Railroad Company. During World War I, Mr. Rinehart served in the infantry as a first lieutenant.

Supply Trade

Ownership Change For *Railway Age*

James G. Lyne, president of the Simmons-Boardman Publishing Corporation, announced that, on May 27, the 50,000 shares of common stock of that corporation held by William E. Russell, as trustee under the will of the late Ida R. Simmons, were purchased outright by a small group of the key employees of the corporation. There are 78,434 shares of Simmons-Boardman common stock outstanding. Mr. Lyne said no change either in the corporation's management or operation is involved as a result of the stock transfer. Aside from *Railway Age*, the corporation publishes six magazines for the building construction, railway and marine industries, together with cyclopedias, directories and trade books, pertaining principally to those fields.

ACF Changes Name

The American Car & Foundry Co., originally incorporated in 1899, changed its name on June 1 to ACF Industries, Inc. The change was voted at a special stockholders' meeting on April 15, at which time John E. Ro-

PROGRESS IN GAS-TURBINE-ELECTRIC LOCOMOTIVE DESIGN is illustrated by this modified unit, one of three recently delivered to the Union Pacific by the General Electric Company.

vensky, chairman, said the new name "was adopted as being more descriptive of the company's present business and future objectives."

A proposed recapitalization plan for ACF has been rejected by stockholders. Although majorities of the firm's common (70.3%) and preferred (53%) stocks were voted in favor of the plan, approval of two-thirds of each class was necessary for its acceptance. The management is proposing further study of a recapitalization plan to make changes necessary to meet objections of stockholders.

On May 31 ACF acquired for cash the entire assets of the W-K-M Company of Houston, Tex., a manufacturer of high pressure steel valves for oilfield and pipeline equipment. The firm will be known as the W-K-M Manufacturing Company and will operate as a wholly owned subsidiary.

Westinghouse Quits Making Heavy Equipment for RRs

The Baldwin-Lima-Hamilton Corporation has arranged to reacquire from Westinghouse Electric Corporation 515,000 shares of B-L-H common stock for $4,635,000, equal to $9 a share. The Westinghouse holdings represented the largest single block, approximately 10¾%, of all B-L-H common stock.

The transaction was agreed to by both companies after Westinghouse decided to withdraw from manufacture of heavy electrical equipment for railroads. Westinghouse will continue to make street car, trolley coach and rapid transit equipment, and commuter-train equipment for railroads, but will discontinue manufacture of electric and mine locomotives and equipment for diesel-electric locomotives. Renewal parts for discontinued items will still be built by Westinghouse. Future needs of B-L-H for heavy electrical equipment for transportation will be supplied by the General Electric Company.

George A. Rentschler, B-L-H chairman, said diversification has been so vigorously pursued since 1950 that in 1953 over 80% of the firm's shipments consisted of heavy machinery of various types, with transportation products accounting for less than 20%.

Pressed Steel Car Closes Its Mt. Vernon Car Plant

Permanent closing of the Pressed Steel Car Company's Mt. Vernon, Ill., freight-car building plant has been announced by John I. Snyder, Jr., president and chairman. Details for disposition of the plant have not been worked out.

Railroads have been building an increasing number of freight cars in their own shops in recent years, Mr. Snyder said. Because of this, he continued, over-capacity in independent car-building facilities has been aggravated and, in addition, improvements to freight cars, such as increased capacity, and more efficient railroad operations (e.g., faster turn-around time), have reduced materially overall railroad demand for freight cars.

In 1953, as a result of Pressed Steel's diversification program, freight cars were a minor factor in the firm's total sales. Mr. Snyder pointed out that the company will remain in the industrial railway car and sugar-cane car business for export and domestic markets. Such cars will be built in associated plants.

Directors of **Air Reduction Company** have approved acquisition of assets and business of **Colton Chemical Company,** Cleveland, in exchange for Air Reduction common stock, subject to approval by Colton stockholders.

J. W. Seabough has been elected vice-president of the **T-Z Railway Equipment Company** and the **Morris B. Brewster Company** at Springfield, Mo.

Warwick J. Hayes, Jr., sales representative of **Industrial Brownhoist Corporation** at Cleveland, has been named general sales manager at Bay

Warwick J. Hayes, Jr.

City, Mich. **Stanley R. See,** district sales manager at Philadelphia, has been appointed director of sales, eastern division, including New York and Philadelphia offices.

Warren F. Hjerpe has been appointed assistant district manager of the United States Steel Supply division of **U. S. Steel Corporation,** at Chicago, succeeding **Earl L. Simanek,** promoted elsewhere.

Harry Lock has been appointed assistant vice-president—sales and service, of the **Spring Packing Corporation,** at Los Angeles.

T. D. Currie, M.B.E., has been elected vice-president and general sales manager of **Dixie Cup Company (Canada), Ltd.,** Brampton, Ont. **A. G. Malone,** recently Canadian sales manager, has been transferred to the headquarters plant of the company at Easton, Pa., as national field sales manager for the eastern section of the United States.

Edwin E. Hokin, vice-president—heating and cooling division, of the **Union Asbestos & Rubber Co.,** at Chicago, has been elected president

Edwin E. Hokin

and chief executive officer, to succeed **Norman C. Naylor,** who becomes chairman of the board. Named as field sales manager of the cooling division is **R. M. Anderson. Emil T. Johnson** has become vice-president in charge of production and engineering.

W. J. Thomas, general manager of the Tubular Products division of **Babcock & Wilcox Co.,** has been named a vice-president of the company.

The **Woodruff Ball Joint Company** has been acquired by **Wilson Engineering Corporation,** which will produce Woodruff Syphon Jet Systems at its Bloomington, Ill., plant.

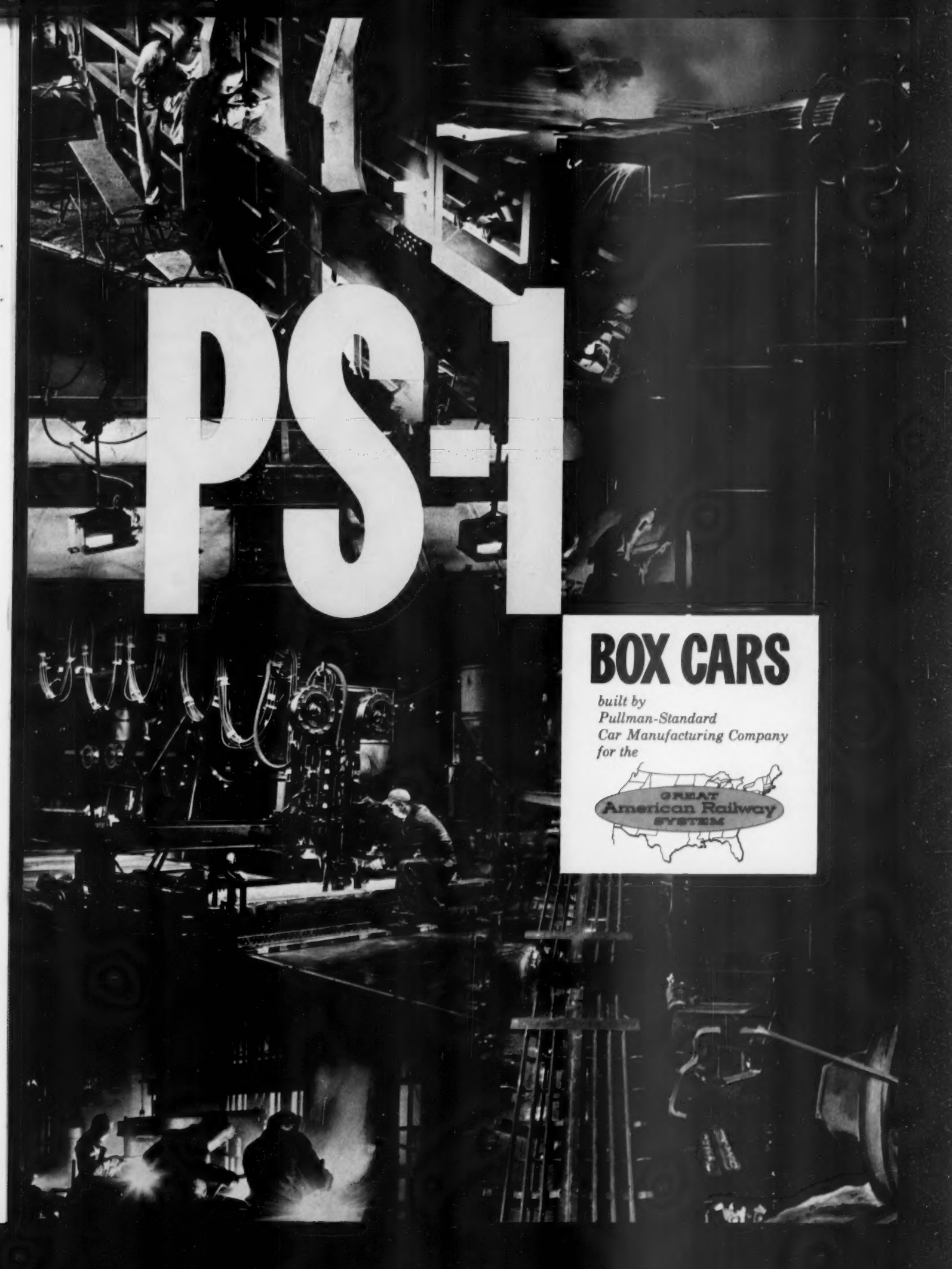
Harvey J. Finison, formerly with Armour Research Foundation, has become director of engineering for **National Pneumatic Company** and **Holtzer-Cabot Divisions,** Boston.

E. C. Golladay, manager, railroad department, **Fairbanks, Morse & Co.,** at Chicago, who retired April 1, has been succeeded by **William G. Herzig,** field engineer.

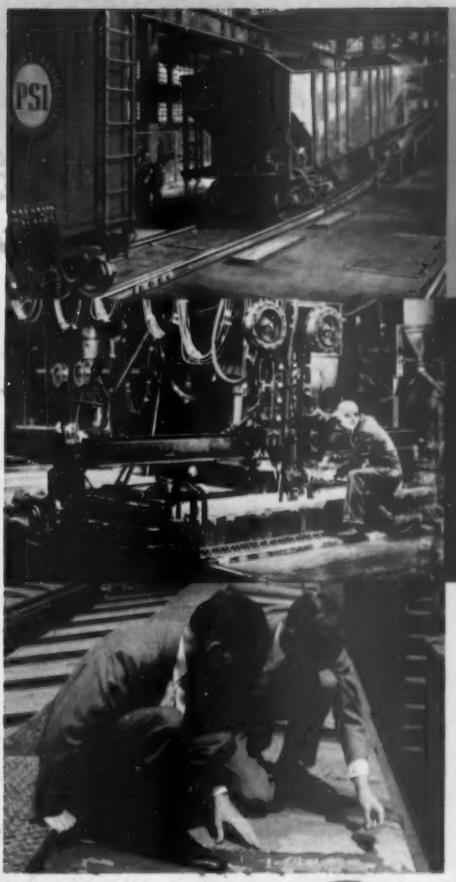
Rodney F. Coltart, sales engineer of **Link-Belt Company** at Colmar, Pa., and **Benjamin M. Prestholt,** sales engineer at Chicago, have been appointed division sales managers at San Francisco and Los Angeles, respectively.

The Gary Screw & Bolt division of **Pittsburgh Screw & Bolt Corp.** has appointed **William N. Hoelzel** general manager of sales. **John C. Jewett** becomes assistant general manager of sales.

(*Continued on page 48*)


PS-1
BOX CARS
built by
Pullman-Standard
Car Manufacturing Company
for the
GREAT
American Railway
SYSTEM

the PS-1



Research and Development

Pullman-Standard R&D Laboratories, the most complete in the field of carbuilding, submit PS-1s and manufacturing processes to extensive and continuous tests. If areas for improvements are revealed, all parts possibly affected by any specific weakness are carefully considered for redesign.

Multi-phase Production

Modern production methods contribute greatly to PS-1 durability and economy. PS-1s pass from position to position under a multi-phase production system. At each station specialists, highly trained in the functions of that position contribute to the building of each car.

Sales and Service

Sales and Service Engineers travel thousands of miles each year to examine PS-1 Box Cars actually in service. Inspections are made under widely varying climatic conditions. Field survey reports are ultimately translated into PS-1 improvements through the coordinated efforts of R&D, Engineering and Production.

58,000 Demonstrations of Success

Over 58,000 PS-1 Standardized Box Cars are in service throughout the Nation. PS-1s have been purchased by 61 of America's railroads, and four departments of the Government.

The standardized PS-1 offers railroads continuous Research and Development and Engineering concentrated on a single product model. Such a costly approach could not be applied to limited production cars.

And the same principle applies to production, since specialized modern production line techniques are used to produce PS-1s.

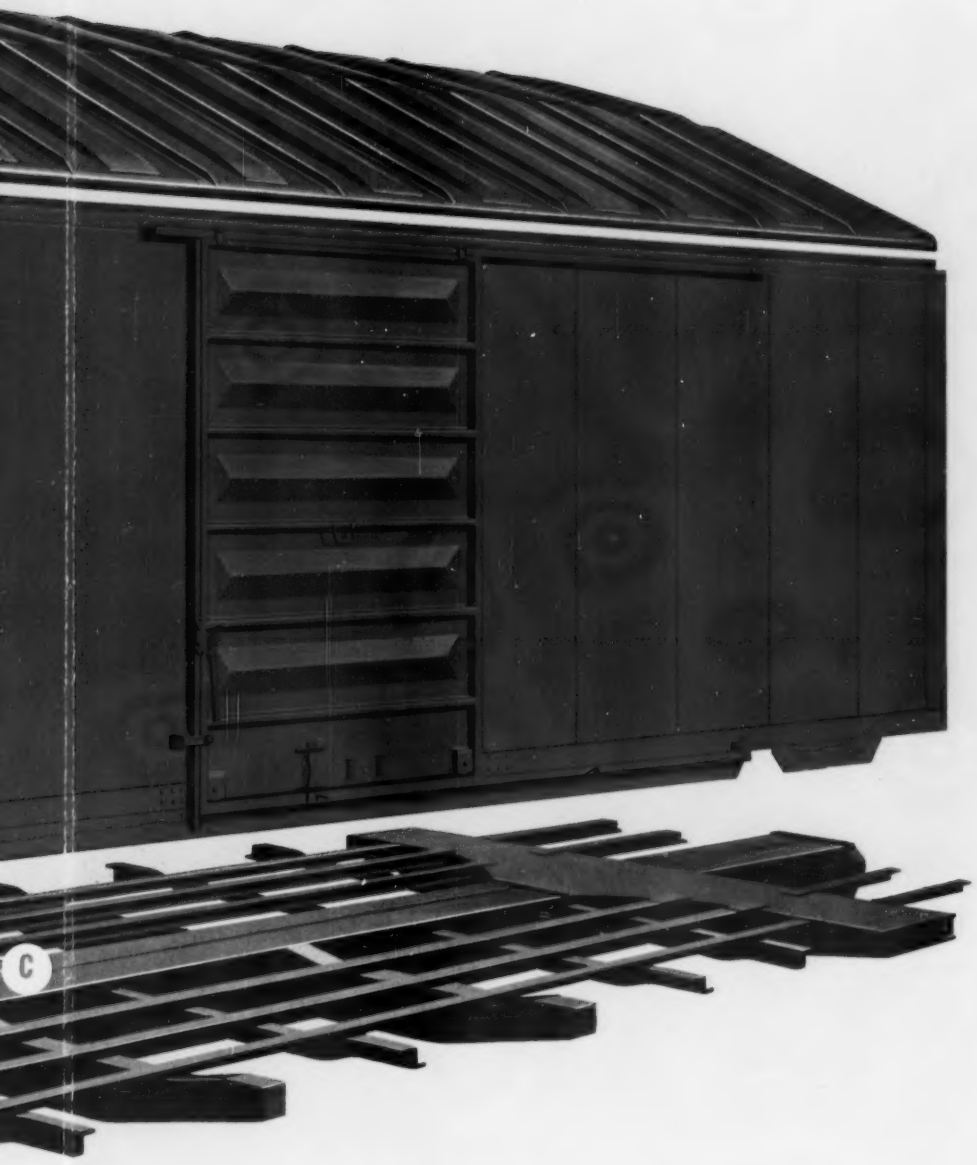
The success of the principle of box car standardization, is individually demonstrated by each of the more than 58,000 PS-1s on The Great American Railway System.

BOX CAR

The PS-1 Box Car is the product of America's railroads. The PS-1 combines many outstanding features to make a box car that will serve efficiently and economically under the diverse operating conditions encountered on all miles of track of The Great American Railway System.

The components of the PS-1 are engineered with economy and service in mind. Neither heavy weights nor light weights, PS-1s meet all strength requirements by design, not merely by costly bulk. Components implement each other to withstand hard service through teamwork. PS-1s are built by advanced production line techniques, including costly jigs, fixtures and dies, impossible for limited production cars. The methods used result in important economies as well as greater over-all structural strength.

Pullman-Standard confidence in PS-1 design, durability and in-service performance has been verified by acceptance. Over 58,000 PS-1s have been put to work by 61 railroads.



f **PS-1 ROOFS** have earned wide acceptance by great strength and durability. Riveted units built up of roof sheets and carlines, PS-1 Roofs are riveted to car sides and ends. Upward-extending carlines are hairpin-shaped steel sections which form a water-shedding cap. Roof sheets are corrosion resistant copper-bearing galvanized steel. Added roof strength is gained by use of service-tested, die-pressed corrugations of flared design. PS-1 Roofs are engineered against weather, drumming and buckling even under severest conditions of impact, vibration and rack.

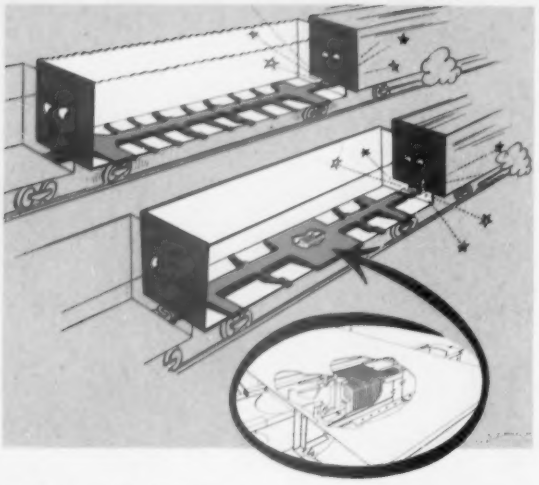
e **THE PS-1 END** is designed for maximum strength through contour corrugations. Made in two die-formed parts, automatically arc welded together, the PS-1 End uses 3/16-inch steel sheets for the top half, 5/16-inch for the bottom. The end is riveted to stringers and center sill. The end sill, integrated as part of the end, eliminates a vulnerable-to-corrosion point. Unique embossing at the top of the end adds to strength and to leak-proof roof fit. Inside, each PS-1 End is provided with 7 horizontal wood furrings secured by ½-inch stud bolts welded into place. End lining is attached to furring, and is additionally retained by a pressed Z-bar extending entirely across the car end. PS-1 End design allows use of more simplified self-clearing corner post construction.

d **PS-1 SIDES** are engineered to be especially rigid, uniform, and durable. Fabricated of sheets automatically welded together and to Z-bar side posts, PS-1 Sides lead in pound-for-pound toughness. Side sheets are outside side sill and side plate, and are automatically welded to both. Sides are riveted to door posts, and, in car assembly, the complete side is riveted to the ends. Side sill reinforcement is of pressed steel continuously arc welded to the side sill so that the two members act as one.

a **THE PS-1 WELDED DRAFT LUG** arrangement has strength and durability proved over twenty years of service. Of built-up and arc welded design, this important component has passed many impact tests and the demands of hard in-service usage. Striker, draft lugs and center filler are all of welded construction, and are precision positioned by costly jigs. Considered standard by many railroads, the PS Welded Draft Gear provides rigid construction with important savings in weight and costs.

b **THE PS-1 BOLSTER CENTER FILLER** is stronger than ever, due to the advanced fabrication processes and new design. Improved welding techniques, developed by Pullman-Standard, and important structural changes now provide better stress-flow, as has been confirmed by Pullman-Standard's Research and Development dynamic testing methods. As in other PS-1 Box Car components, precision jigs and fixtures give fabrication accuracy, and contribute to overall quality and performance.

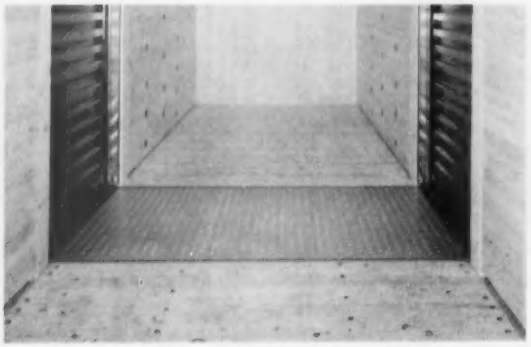
c **THE PS-1 UNDERFRAME** incorporates many important refinements which offset the costly and damaging effects of increasing in-service speeds, shock and impact. As an illustration, the present PS-1 Box Car Underframe includes heavy-duty floor construction which provides an additional crosstie and two additional stringers. PS-1 Underframes are made with precision through use of special jigs and fixtures. Service records prove the superiority of their design and construction.



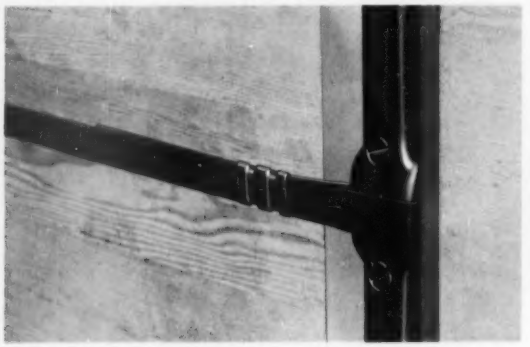
PS Cushion Underframe promises to make important reductions in damage to lading by absorbing impact shock. Even with impact speeds above normal, indications are that the Cushion Underframe will minimize damage loss ratios. PS-1 Box Cars can be delivered Cushion Underframe equipped when specified by purchasers.

PS Compartmentizer is two sets of rugged steel gates that divide a PS-1 into three compartments. Lading cannot become mixed, and contents of one compartment cannot damage the contents of another. The PS Compartmentizer is expected to make an important contribution in the continuous battle against lading damage.

Other Box Car Parts



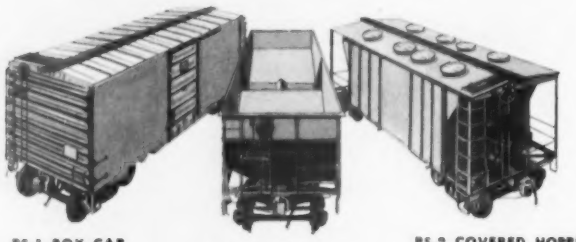
Floor Plates—Pullman-Standard can provide floor plates for Box Cars to PS design.



PS Lading Strap Anchors—PS Lading Strap Anchors and floor clips are kept in stock and can be ordered separately for application to Box Cars.

A Pullman-Standard Sales Representative will be pleased to discuss the PS-1 and other PS freight or passenger cars. Contact the Pullman-Standard office nearest you. Informative literature is available as well.

Built to serve best on the
GREAT AMERICAN RAILWAY SYSTEM



PS-1 BOX CAR PS-3 HOPPER CAR PS-2 COVERED HOPPER

YOUR NEEDS CREATE THE PULLMAN "STANDARD"

PULLMAN-STANDARD

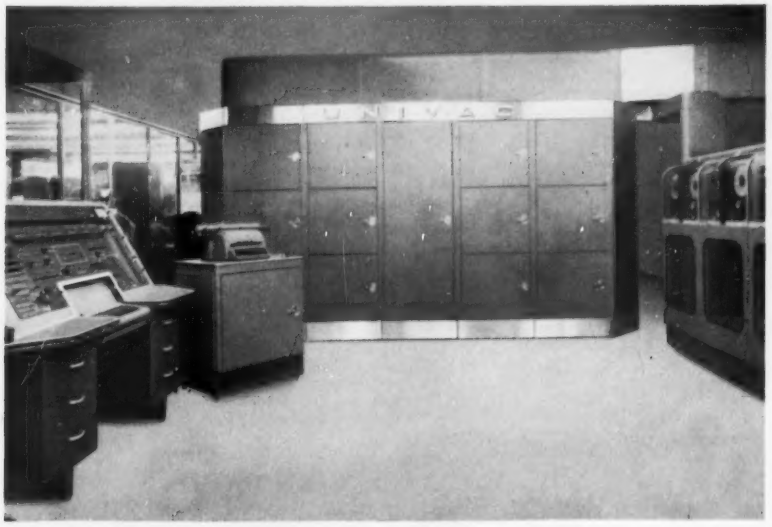
CAR MANUFACTURING COMPANY
SUBSIDIARY OF PULLMAN INCORPORATED
79 EAST ADAMS STREET, CHICAGO 3, ILLINOIS
BIRMINGHAM, PITTSBURGH, NEW YORK, SAN FRANCISCO, WASHINGTON

Printed in U. S. A. A-9271

Remington Rand

BETTER BUSINESS METHODS

For Greater Profits Through Lower Costs



Accountants at AAR Convention learn the facts about . . .

Electronic Computers for RRs

Accountants attending the AAR convention in Washington last month learned how electronic data-processing systems can handle the heaviest volume accounting jobs in an almost unbelievably short time. How they can cut deeply into accounting and statistical costs. And turn out complex reports and analyses which would be virtually impossible with any other method!

Electronic computing systems are a practical reality. They are already saving money for some of the leading concerns in the country . . . and more installations are scheduled for this year. Railroads can apply this huge capacity to such everyday volume jobs as payroll, ICC reporting, freight accounting, interline settlements, train performance, car distribution, budgetary controls, passenger reservations, claim prevention, traffic movement and material distribution. In one fast operation these amazing machines can compute, compare and file . . . make routine decisions according to instructions . . . and signal those exceptional conditions requiring management attention.

Remington Rand offers two large-scale computing systems: Univac All-Purpose System, designed primarily for accounting and business record keeping; E.R.A. 1103 General-Purpose System for mathematic and scientific computations. Their application to railroad accounting deserves the serious study and consideration of all railroad executives. Write for fully-descriptive booklets **EL109** on the Univac System, and **EL116** on the E.R.A. 1103 System. Also get **TM842** which gives you full information on the Remington Rand Electronic Punched-Card Computer.

Two electronic data-processing centers offer the advantages of electronic computers to railway accounting management on a fee basis. Write for folders **EL126** on the Univac Center and **EL117A** on the E.R.A. Center.

48,000 cards an hour sorted electronically

Punched-card procedures can be greatly improved with the speed and push-button simplicity of the Remington Rand electronic sorter. Tiny cells read an infrared light beamed through punched holes and alphabetically or numerically sort 48,000 cards an hour with dependable accuracy. Large double-capacity feeding and receiving magazines permit extra output without extra operator attention. And you have complete flexibility of procedures. A simple rewiring of the connection panel gives complete control of sensing and receiving, directs selected cards into designated receivers for segregation and merging. For details send for **TM156.**

AAR accountants see new payroll plan

A remarkable new Remington Rand stub-check payroll system was demonstrated to accountants attending the AAR convention in Washington, May 24-27. This plan is the fastest way yet developed to produce paychecks. It eliminates many clerical work steps and permits big savings on check forms.

A stub check (check with employee's statement attached) is dropped in place with a simple, one-hand motion. Alignment is automatic. The Remington Rand accounting machine shuttles it automatically from one writing position to the next at top speed.

The stub-check plan – plus the exclusive features of the Remington Rand accounting machine – give you peak efficiency in payroll writing. The simple 10-key numeral and standard alphabetical keyboard allows your present staff to obtain touch-method speed almost immediately. For a complete description of this new payroll plan, circle **AB569** on the coupon below.

Remington Rand

Room 1653, 315 Fourth Ave., New York 10

Yes, I'd like the literature circled.

EL109	EL126	TM156
EL116	EL117A	
TM842		AB569

Name_____

Title_____

RR_____

Address_____

City_____ Zone____ State_____

RR-8

FEDERAL
STORES
9345
9345
PENNSYLVANIA

Revenue trains begin and end at sidings where shippers judge railroad performance

Most big freight trains begin and end at industry sidings where shippers evaluate railroad service firsthand.

Prompt, economical service is your best means of meeting competition at the customer's shipping point . . . your Battleground for Business. Small diesel-electric locomotives offer an excellent opportunity to win tonnage for the rails and give shippers the kind of service they want.

Investigate your operation now to see if a pool of these "Train Makers" can spread your investment dollar, give shippers better service, and make more trains for the mainline.

For additional information, contact your nearest G-E Apparatus Sales office, or write to Section 121-62 for your free copy of "Train Makers" (GED-2060), an interesting booklet describing the important role of small diesel-electric locomotives in modern railroading. General Electric Company, Schenectady 5, New York.

You can put your confidence in—

GENERAL ELECTRIC

INTERNATIONAL

The Standard CABOOSE

Cupola, Bay or Transfer

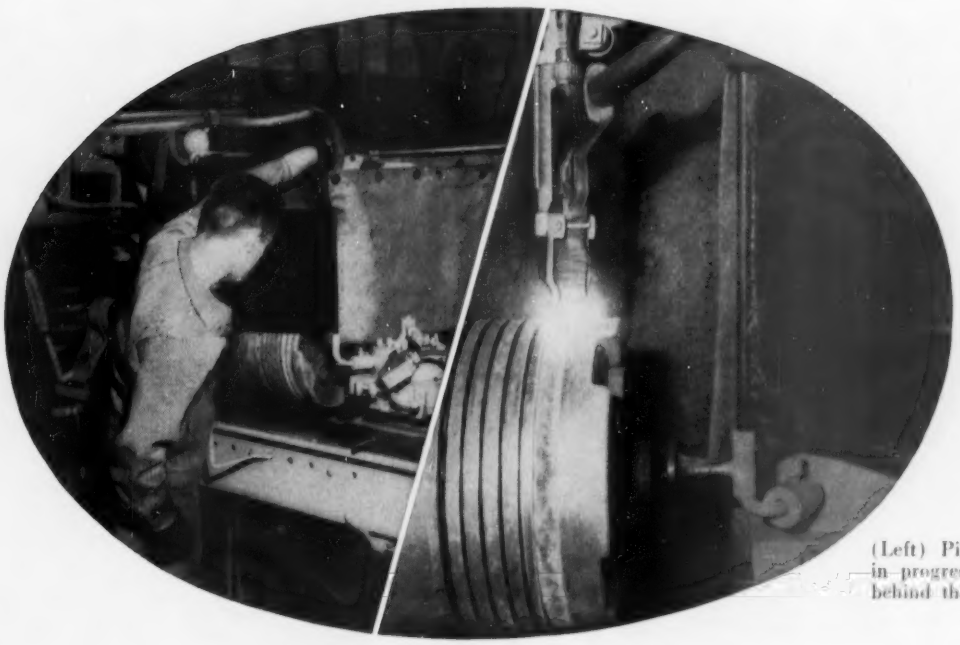
Incorporating advanced safety and engineering features — designed for greatest functional service and efficiency — built with "production line" economies to give you exceptional value.

Whether your caboose needs are for one or a hundred — INTERNATIONAL will give you service, savings and satisfaction.

International RAILWAY CAR CO.

General Offices Buffalo, N. Y.

THE "Inside Story" in piston repairs . . .



(Left) Piston repair in progress; (right) behind the screen.

. . . is Sigma Welding

Putting worn and cracked aluminum pistons back in service at minimum cost is a made-to-order job for automatic sigma welding.

Many railroads have decided that high-speed metal deposition by means of sigma provides the most economical method to reclaim worn ring grooves. And the sigma torch serves a double duty because it is also used to repair the cracks in the piston crown.

There are real dollar savings when you repair aluminum pistons by sigma welding and when the torch is not used on pistons it can be used on many other repair and fabrication jobs in your shops.

To get more information on the sigma welding process, write to OXWELD or ask your representative for details.

Same torch repairing crack.

OXWELD RAILROAD SERVICE COMPANY
A Division of Union Carbide and Carbon Corporation

UCC

Carbide and Carbon Building Chicago and New York
In Canada: Canadian Railroad Service Company, Toronto
Division of Union Carbide Canada Limited

"Oxweld" is a registered trade-mark of Union Carbide and Carbon Corporation

Here's why the railroads

MAKE IT STAINLESS!

Strong, lightweight passenger cars with structural members and side paneling of stainless steel have made possible new speed, safety and economy.

Corrosion-resistant stainless steel tank cars, good for years of rugged service, facilitate shipment of foods, beverages and chemicals.

Bright, beautiful stainless steel trim and fixtures add new luxury to bar, dining and lounge cars.

Compact, easily cleaned stainless steel galleys help cut the cost of dining car operation, protect passenger health.

The great majority of steel's hundreds of applications in modern, high-speed trains demand one or all of three specific qualities: corrosion resistance, beauty and high strength.

That's why today, from locomotive to observation car, more and more railroads are saying, "*make it stainless.*"

Virtually indestructible by corrosive action, stainless steels defy the effects of air, water, food, fumes and chemicals. They can be machined, formed and fabricated—and their surfaces polished satin-smooth or mirror-bright. Grades of stainless are available to meet a wide range of mechanical and heat-resistant requirements.

Stainless steels are cutting operating and maintenance costs on an ever-growing number of railroads, bringing new beauty and safety to an ever-growing number of applications. For complete information contact your supplier.

The finest stainless steels are made with Vancoram ferro chromium, ferrochrome-silicon and ferro titanium.

VANADIUM CORPORATION OF AMERICA

Make it better...make it stainless!

VANCORAM

420 Lexington Avenue, New York 17, N.Y.

DETROIT • CHICAGO • CLEVELAND • PITTSBURGH

Producers of alloys, metals and chemicals

Piggybacks: No Substitute For Experience

While, physically, piggyback is not new, the uses to which it is now proposed to be put are new transportation concepts, because they constitute new combinations of equipment, services and rates. The regulation which will ultimately govern these new combinations ought, first, to be as simple and as open as possible. Second, whatever regulation is absolutely necessary ought to be based upon the economic facts of the new services, and not upon principles established earlier for completely different kinds of transportation.

It is ironical that the youthful motor carrier industry should now be asking for a freeze of old concepts, while the "ancient" railroads are asking for the right to experiment. The truckers originally undercut the franchise value of the private rights-of-way of the railroads by invading their territories over the public highways. When regulation was introduced for motor carriers, they obtained what amounted to franchise rights themselves, though using the public domain therefor. Now they insist that they have a sacred right over anything that even resembles highway transportation.

A trailer, they say, is part of a highway vehicle. Hence, even though 99% of its movement may be over rails, behind a locomotive, they want it regarded as a highway service, for which "rights" as a highway carrier must be secured.

This nonsense is a good illustration of the kind of reasoning likely to come out of hypothetical discussions. The fact is that, under no stretch of the imagination, can a trailer moving on a flat car be said to be highway transportation. It would be just as logical to say that, because the early passenger cars on the railways looked like carriages, they were highway vehicles. A trailer without a highway tractor is nothing but a box on wheels. When it is being carried atop a flat car it is no different from the demountable containers with which railroads have been experimenting, on and off, since time immemorial.

Twelve questions on piggyback are to be considered by the Interstate Commerce Commission at hearings scheduled to start on June 28. These questions revolve around such matters as the right of railroads to run their own trailers-on-flats service, with door-to-door service; the extent of the terminal area to which trailer service may be accorded; the right of railroads to move the trailers of shippers, contract carriers or forwarders; and the use of tariffs *versus* joint rates and divisions for rail movement of trailers.

There is little doubt that the resolution of at least some of these questions of law and of regulation will ultimately be necessary. But it certainly would not be the course of wisdom to hog-tie a promising experiment in trailers-on-flats operations merely because all the legal questions have not yet been tied up in blue ribbon.

That is what the common carrier truckers would like the ICC to do—freeze the status quo until it has ruled on who may do what. The result of such a freeze would be to put the whole question of piggybacking into the realm of the hypothetical. The commission would never get the facts or a record upon which to base its rulings.

It should not be forgotten that the product of the commission's undertaking will be a declaratory order. Such an order is binding on all parties. It will shape the course of a new transportation operation for years to come. It may constitute precedent.

It may be questioned whether the commission has a justiciable issue before it. It intends for example, to inquire whether the railroads have the right to move their own trailers over the rails without obtaining rights as highway carriers. The movement of rail-billed freight in trailers-on-flats has been a practice of but comparatively few roads in the past—and, then, only for less-carload merchandise, on which store door service is commonly accorded. The first experiment with the movement of trailer-lot freight on railroad billings started in this country only a few months ago.

Four distinct views on piggyback were set forth at a well-attended forum of the New York Traffic Club on May 25. The shippers' viewpoint was represented by William H. Ott, general traffic manager for Kraft Foods. It is possible to disagree with certain points made by that outspoken defender of the private truck fleet owner. But there can be no disagreement with his plea for as little new or special regulation of piggyback as possible and that the various carriers be permitted to try out any form of operation in the public interest.

You can't spank a child intelligently until he's done something.

Can you select a car which will not damage certain ladings?

[This question originally appeared in the form of a "quiz" on the Question and Answer page of the April 12 *Railway Age*. The problem, as stated, required "Joe Smith," conductor of a local freight train, to select from 12 available box cars—all but one of which had various readily observable defects—the *one* car best fitted for each of 11 different types of loading. Answers were originally scheduled for publication in the issue of May 24, but the time required to tabulate the large number of replies received made impracticable adherence to that schedule. —*G.C.R.*]

Our "quiz" of April 12 was answered by 192 persons. No one set of answers agreed with ours, although 21 people matched us in 50% of the cases, or more. A lot (120) of our respondents were agents, yardmasters or conductors, which is as it should be.

Our answers are as follows:

Load	*Car Selected*	*Car's Defects*
Flour	**1**	**New, no defects**
Brick	**2**	**Leaky roof**
Auto parts (boxed)	**3**	**Ends bowed about 4 in.**
Industrial trucks	**4**	**Loose fitting doors**
Oil in drums	**5**	**Loose fitting doors**
Canned goods	**6**	**Weak, spongy floors**
Enameled stoves	**7**	**Holes in floor, covered**
Washing machines	**8**	**Holes in floor, covered**
Finished lumber	**9**	**Splintered door post**
Paper, on skids	**10**	**Broken lining**
Repair track	**11**	**Truck springs broken, out of place**
Sewer pipe	**12**	**Pronounced odor (last load apparently chemical fertilizer)**

If the commodities listed were considered separately, without regard to the others, there were two or more cars which might have been selected for each load. Smith, however, had 12 cars for 11 loads and he had to pick the cars best suited for each commodity. His selections were:

Automobile parts (boxed)—Automobile parts, and their containers, are of varying sizes and shapes. Stowing, therefore, is a difficult problem. Such a load needs smooth floors, sound side walls for bracing, and tight doors. Car 3, not suitable for some commodities because of the bowed ends, seemed satisfactory for this load.

Brick—Requires a car with a good floor, and sound and true side and end walls. A leaky roof, or a car with an odor, is not objectionable, although not "preferred." Smith was almost forced to use either car 2 or 12 for this load. He concluded that 2 was the better car for brick, since the chemical fertilizer from car 12's previous load might discolor or otherwise affect brick.

Canned goods—Need a car with true and smooth end walls and sides and a smooth floor. Several of the cars available had *some* of these characteristics. Cars 7 and 8 (with patched holes in the floor) were not good for this load. Smith picked car 6 because, although the floor was spongy, it would safely carry a well distributed load such as canned goods, which would require no floor nailing. Car 6 would not be fit for most other commodities on the list.

Flour—Requires a top grade car with smooth walls and floor, and tight doors. Car 1 was ideal, and there were no other commodities on the list so demanding in qualifications.

Industrial trucks; oil in drums—These loads require principally cars with sound floors, for blocking and anchoring with wire or strapping. Cars 4 and 5 had good floors. The loose fitting doors would not affect these loads, but wouldn't be good for flour, paper, etc.

Lumber, finished—Demands tight doors, smooth floor and clean interior. Car 6 with its spongy floor probably would have safely carried lumber. Smith concluded that car 9, a good car except for splintered door posts, had better be used for the lumber, since splintered door posts might snag and damage cartons of canned goods, while there was little likelihood that it would have any bad effect on the lumber.

Paper, on skids—Requires a solid floor for the load, and to permit lift trucks to enter the car to handle the skids. Requires tight doors, and good walls for bracing. Car 3, with its slightly bowed ends, would have served, but, everything considered, Smith thought car 10, despite some broken lining boards, would be better for a load on skids.

Enameled stoves; washing machines—These commodities require a car with almost identical characteristics—true end walls and good side walls to take nails. Cars 7 and 8 seemed to meet the requirements, as their only defects were patches in the floors.

Sewer pipe—Not affected by odor. Loaded in car 12.

Car 11, with its broken truck springs, was not considered fit for any loading and Smith would not have used it under any circumstances. It went to the repair track.

Is there any disagreement with Smith's selections?

The twenty-one respondents to the quiz who matched 50% or more of our answers were:

9 out of 12:

Robert W. Dale, assistant to traffic manager, Canton Railroad, Baltimore.

8 out of 12:

Charles D. Barker, Military Transportation Section, Car Service Division, Association of American Railroads, Washington, D.C.; and **C. M. Henry**, agent, Lackawanna, West Nanticoke, Pa.

7 out of 12:

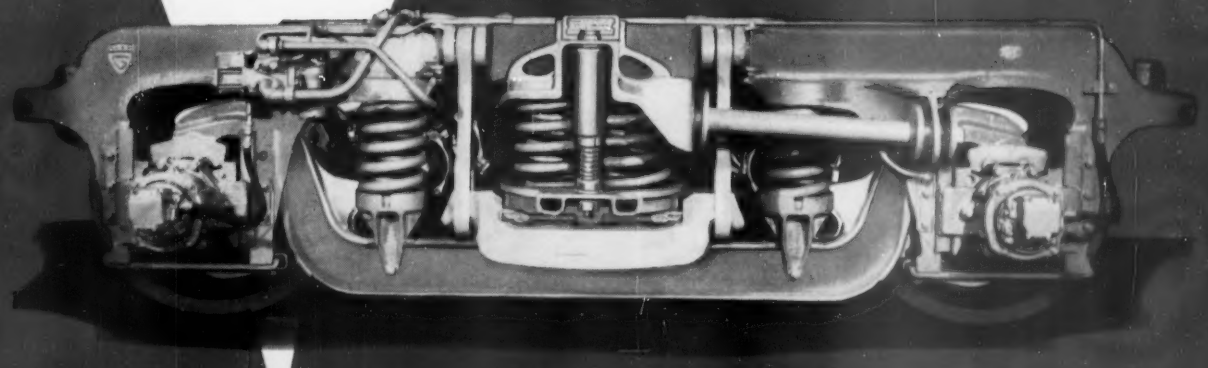
W. V. Pottorf, agent, Pennsylvania, Kings Mills, Ohio; **H. Riley**, agent, Central of Georgia, Atlanta; and **Charles Wumschutz**, assistant yardmaster, Lackawanna, Secaucus, N. J.

6 out of 12:

H. H. Bell, shed foreman, Canadian National, Summerside, P.E.I.; **Wallace C. Bourland**, yard clerk, St. Louis-San Francisco, Ft. Smith, Ark.; **H. H. Clark**, superintendent transportation, Erie, Cleveland; **T. J. Everett**, checker, Lackawanna, East Buffalo, New York; **R. R. Goodwin**, agent, CNR, Port Mouton, N. S.; **J. H. Grayson**, shop engineer, CofG, Macon, Ga.; **W. P. Heflin**, dispatcher, McCloud River, McCloud, Cal.; **Fred Jones**, CNR, Sarnia, Ont.; **J. F. Lucas**, agent, Seaboard Air Line, Charleston, S. C.; **B. F. Ross**, switchman, StL-SF, Fayetteville, Ark.; **John C. Strole**, student, Rutgers University, and yard clerk, Erie (vacations); **J. H. Sullivan**, yardmaster, Lackawanna, Hoboken, N. J.; **T. J. R. Taylor**, conductor, CNR, Nakina, Ont.; **R. E. Vaughan**, clerk, StL-SF, Paris, Tex.; and **W. F. Wiedman**, conductor, StL-SF, Chaffee, Mo.

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.

It's a Fact!



Commonwealth

OUTSIDE SWING HANGER TYPE TRUCKS with CENTRAL BEARINGS

Introduce a New Era in Riding Comfort

Commonwealth *Outside Swing Hanger Type Trucks* with *Central Bearings* are now being used on practically all main-line passenger cars being built in North America, and as replacements on many existing cars. It's facts like this that prove the general acceptance of these trucks of latest design to assure the utmost in riding comfort. With broad spring base, all-coil springs, bolster anchors, and shock absorbers, this design of truck substantially reduces car body roll and greatly simplifies inspection and maintenance of truck parts.

For smoother, more comfortable riding at all speeds and efficient, dependable operation, equip your existing passenger train cars with Commonwealth *Outside Swing Hanger Trucks* arranged with the new *Central Bearings*.

GENERAL STEEL CASTINGS

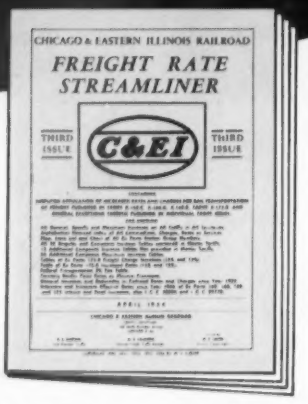
GRANITE CITY, ILL. • EDDYSTONE, PA.

now available

for current or research tariff work

completely revised third edition

FREIGHT RATE STREAMLINER



SEND TODAY FOR YOUR FREE COPY OF THIS NEW EDITION

A copy of this useful, time-saving publication is yours for the asking . . . and traffic men have been asking for it and *using* previous issues for five years. This third edition of C&EI's FREIGHT RATE STREAMLINER has been completely revised to contain the latest rate information in a form that will be quickly usable for all who check rates, make shipments or bill freight. There are 73 pages of constantly used rate data for all territories arranged to save hours of searching. This valuable book represents another of C&EI's continuing services . . . it's yours without charge.

This "must" for traffic men everywhere contains:

Simplified application of increased rates and charges for rail transportation of freight published in Tariff X-162-C, X-166-D, X-168-B, Tariff X-175-B, and general exceptions thereto published in individual Tariff issues, and showing:

All General, Specific and Maximum Increases on All Traffic in All Territories.

Alphabetical Itemized Index of All Commodities, Charges, Rates or Services.

Map, State List and Chart of All Ex Parte Station Group Numbers.

All 28 Singular and Composite Increase Tables contained in Master Tariffs.

12 Additional Composite Increase Tables Not provided in Master Tariffs.

35 Additional Composite Maximum Increase Tables.

Tables of Ex Parte 175-B Freight Charge Increases (12% and 15%).

Table of Ex Parte 175-B Increased Rates (12% and 15%).

Federal Transportation 3% Tax Table.

Territory Border Point Rates as Minima Provisions.

General Increases and Reductions in Railroad Rates and Charges since Year 1932.

Interstate and Intrastate Effective Dates since Year 1946 of Ex Parte 162, 166, 168 and 175 Interim and Final Increases; also I. C. C. 28300 and I. C. C. 29770.

C&EI

WRITE: W. F. CUSTER, GENERAL FREIGHT AGENT,

CHICAGO & EASTERN ILLINOIS RAILROAD

332 South Michigan Avenue, Chicago 4, Illinois

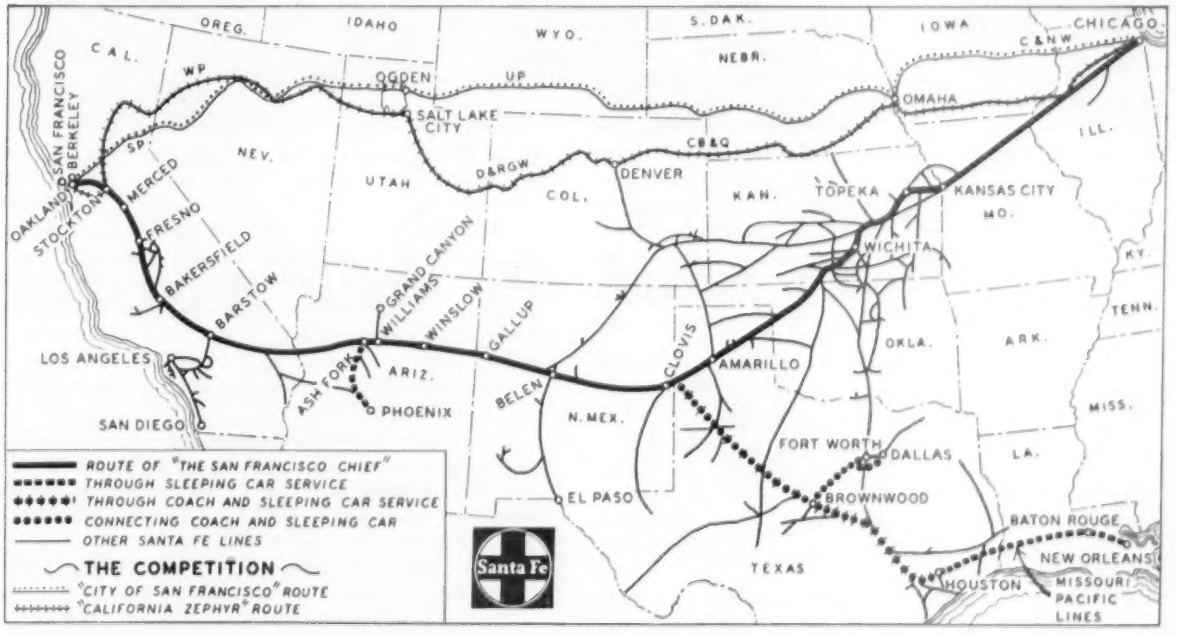
RECORD PROMOTIONAL PROGRAM LAUNCHES . . .

"San Francisco Chief"

The Santa Fe leaves no stones unturned to assure public comprehension of a new service by a new train

On June 6 the Santa Fe began operating its first through streamlined train between Chicago and San Francisco. Completely equipped with streamlined lightweight cars and featuring a full length dome-lounge car (*Railway Age*, April 5), the "San Francisco Chief" has taken over a service formerly provided by through coaches and sleeping cars operated on connecting trains.

In addition to providing the Santa Fe's first through streamliner service between Chicago and the San Francisco Bay area, the latest addition to the "Chief" fleet handles sleeping cars between Chicago and Phoenix, Ariz. (westbound); New Orleans (via Missouri Pacific



UNLIKE other "name" trains in the Santa Fe's West Coast fleet, the "San Francisco Chief" operates via the southern main line through Amarillo, Tex.

Highlights of the New "Chief's" Schedule...

Westbound				Eastbound
4:00 p.m.	Leave	Chicago	Arrive	12:20 p.m.
11:50 p.m.	"	Kansas City	Leave	4:10 a.m.
9:50 a.m.	"	Amarillo	"	5:55 p.m.
7:05 p.m.	"	Winslow	"	6:50 a.m.
6:45 a.m.	"	Bakersfield	"	5:30 p.m.
8:45 a.m.	"	Fresno	"	3:30 p.m.
10:55 a.m.	"	Stockton	"	1:25 p.m.
1:10 p.m.	"	Oakland	"	11:25 a.m.
1:30 p.m.	Arrive	San Francisco	"	11:00 a.m.

And a typical consist (westbound) . . .

- Storage mail car—Kansas City to Oakland
- Baggage, mail & express car—Chicago to Oakland
- Sleeping car—Chicago to Phoenix (10 Rmt., 3 Dbr., 2 Comp.)
- Lunch-counter diner dormitory car—Chicago to Oakland
- Reclining chair cars (3)—Chicago to Oakland (48 seats each)
- Reclining chair car—Houston to Oakland
- Diner—Chicago to Oakland
- Full-length dome-lounge car—Chicago to Oakland
- Sleeping cars (2)—Chicago to Oakland (2 Dr., 4 Comp., 4 Dbr., and 24 Duplex Rmt.)
- Sleeping car—New Orleans to Oakland (8 Sect., 2 Comp., 2 Dbr.)
- Sleeping car—Kansas City to Oakland (10 Rmt., 6 Dbr.)

connection) and Oakland, Cal.; and Kansas City and Oakland. A through coach is handled between Houston, Tex., and Oakland, while connecting coach and sleeping car service is offered between Fort Worth and Dallas and Clovis, N.M. Western terminus of the new train is at Oakland, where trainside bus connections take passengers "sight seeing" over the Oakland Bay bridge to San Francisco in a matter of 20 minutes.

Running time of the newest "Chief" is roughly 47 hours for the 2,547-mile southern route. While this does not put it on a competitive basis with the "City of San Francisco" of the Chicago & North Western-Union Pacific-Southern Pacific (39½ hours; 2,261 miles), the schedule is about an hour faster than the "San Francisco Overland" of the other route. And it is several hours faster than the "California Zephyr" of the Burlington-Rio Grande-Western Pacific (which traverses a 2,713-mile route).

The Santa Fe, however, expects that a good portion of traffic for the new train will generate at intermediate points, like the San Joaquin Valley cities of Stockton, Cal., Merced, Fresno and Bakersfield, and also at Amarillo, Tex.—none of which have had "Chief" service before. And R. T. Anderson, general passenger traffic manager, has made it clear that "highway travel, is our target for new business." He feels that the combination of attractive equipment and the new family fare plan, give the Santa Fe "everything to sell but speed."

"All-Out" Promotion

Many months of carefully coordinated promotional work by the advertising, public relations and passenger departments preceded the June 6 inaugural runs. As A. A. Dailey, general advertising manager, puts it:

"The train is new in concept, as well as in equipment. Because of this we have had to back it up with the greatest single promotional campaign ever undertaken by our railroad. In our advertising I think we have used every medium except skywriting.

"Our problem was two-fold. First we had to impress both the travel industry and the general public with the name of the train and the service it was to offer. Only after we had established the identity of the train was it possible to employ the various media in the basic job of building up sales potential."

Mr. Dailey's program included use of television announcements, radio announcements, advertisements in daily and weekly newspapers, national circulation magazine advertisements, direct mailings, wall posters, billboards, promotional literature and give-away novelties.

Under James P. Reinhold, assistant to president, the public relations department worked closely with operating and passenger departments to set up a series of pre-inauguration demonstration runs and public displays of the new equipment. Local on-line newspaper advertising was carefully keyed to these "personal appearances" of the new train. Much of the responsibility for these exhibitions was delegated to local Santa Fe representatives. Aside from the obvious community relations benefits of ths plan, it was found to have a very beneficial effect upon the morale of the local railway people themselves.

Exhibitions

One equipment set was used to handle a number of such assignments working from Chicago westward. These included a "press preview" from Chicago to Galesburg, Ill., and return on May 18; a travel agents' preview trip on May 21; a two-day public exhibition near Soldier Field, Chicago (with Jemez Indians performing tribal dances as an added attraction); and a similar two-day exhibition in Kansas City, followed closely by one-day stands in Topeka, Wichita, Amarillo and Lubbock. A similar program was set up for another equipment set working from San Francisco through San Joaquin Valley towns to the south and east.

The two-day Chicago exhibition drew a record 17,000 visitors and another local mark was set at Kansas City where the train attracted 4,000 despite adverse weather conditions. A special gold-colored commemorative coin was distributed free to all who attended these exhibitions, while novelty hats proclaiming "Santa Fe 'Big Domes' are Tops in 1954!" were distributed on the preview runs.

To insure interest by members of the younger generation, invitations were sent to local Boy and Girl Scout

(Continued on page 48)

CARD SORTER in use on the Chesapeake & Ohio.

Let Machines Do More Work

By B. E. WYNNE
Controller
Western Maryland

An intensive program of research and modernization of clerical functions can radically reduce the more than $1 billion annually spent by railroads for clerical wages. Such a program would contribute to substantially better service to patrons and permit higher dividends to stockholders.

Elimination should be the keynote of such a program. Every record and report should be carefully examined as to the actual value of each of its elements. Before something is reported to higher authority, it should pass one of two tests: It should inform someone whether his orders have been carried out, and how well this has been done; or, it should tell him of a situation about which he should make a decision.

We should learn to evaluate every clerical record in

This article is abstracted from an address to the recent spring meeting of the Railway Systems & Procedures Association. The address, in its entirety, will appear shortly as part of the printed proceedings of the meeting published by the association.

MR. WYNNE (right), addressing the RSPA spring meeting.

TYPING SOUTHERN PACIFIC waybills on a Flexowriter.

terms of redundancy. Anything recorded or transmitted should have a positive value. If, while on the telephone, we stop to think, or ask about the weather, or use unnecessary words—the telephone bill goes merrily on. If a telegram includes the ordinary, conversational number of adjectives and adverbs, we soon run up a sizable telegraph bill. It is a waste of money when railroad clerical forces compare, record, transmit or otherwise process any item of information not strictly essential to operations.

The basic principle of what is called "integrated data processing" is to systematize work so the first writing of information is so done that it can be mechanically reproduced whenever else it is required in any related records. Railroad paperwork is so complex that it is to be questioned whether we could attain this goal 100%. Careful investigation, however, clearly indicates that substantial economies are to be attained by applying the principle of integrated data processing wherever economically justifiable.

Each year in this country we move about 40 million carloads of revenue freight, each of which takes a waybill. We have other tens of millions of waybills to cover each less-carload shipment, each pool car and each movement of non-revenue freight. So let us explore the matter of waybilling, also paying attention to other railroad records closely related to the waybill. We should bear many of these in mind as an opportunity for application of integrated data processing, which would enable us to write many of these other records as a byproduct of waybilling. Prominent among information items on the waybill which appear on many other records and reports are waybill date and number, car initial and number, contents, freight charges and information about origin, shipper, destination, consignee, commodity and route.

Why should we not use continuous forms in waybilling with a modern machine? Such forms would eliminate handstuffing of carbon paper and manual insertion of paper into the billing machine. Continuous forms also permit taking advantage of certain automatic machine functions, such as automatic positioning of the paper for the purpose of inserting the next item of information.

As has been said, there is high degree of repetition in information entered on the face of a waybill. So if we gather our bills of lading in blocks of like shipments we are able to perforate one input tape for our integrated data processing machine. This tape not only will automatically impel the tabular stops and platen advances on the machine, it will even insert station name, date, shipper name, consignee, route, destination, commodity name and freight rate, or as many of these items as are worthwhile for the number of bills of lading being converted into similar waybills.

The average waybill requires at least 250 keystrokes by the operator. These can be reduced 80% or 90% by applying the techniques just reviewed. Waybills per hour can be increased three to five times by a machine application as elementary as this. And in speaking of such a ratio of improvement in work performance, we recognize the varied pattern of traffic in most stations where the bill clerk must refer to the bill of lading, a routing guide, tariff files, the commodity index and similar sources of information.

So far we have described use of an electrified typewriter, many of whose machine functions and even a portion of whose writing keystrokes can be controlled from an input tape. The same machine is available with a tape-punching device. The basic punch records in five-channel code every keystroke and every machine function accomplished when writing a waybill. This machine also may have selective output attachments. We need only organize our input tape to arrange that a selective output tape pick up in punched-tape form that portion of the total data we want for a specific purpose. At a modest cost each, we can add as many as six selective-output tape punches, each one picking up a different assortment of information.

We have mentioned production of several selective tapes simultaneously with a typing document. However, a tape is not always the most desirable byproduct. There has been announced recently a system whereby a punched card can be introduced into the communication system, its contents transmitted by wire and a duplicate card

produced at the far end of the circuit. We can do this today with the Computyper.

Just one application for such a piece of equipment has interesting possibilities. Let us suppose that as waybills are written in the agent's office a wire circuit will simultaneously generate equivalent punched cards in the yard office, or better yet, in the hump yard tower. Here the cards might be listed in order to give a yard record and to provide a list directly useful to the hump operator. As a string of cars is pushed over the hump, the operator could sort the cards to match, face down, in piles corresponding to the classification yard tracks into which the cars are being switched. If these cards are placed behind cards for cars already standing on those tracks, we have in substance a perpetual inventory of all cars in the yard, according to each track and in car order. This would enable us automatically to write an inventory of the yard each day, or more frequently if desired. Upon departure of outbound cars, cards to match could be selected from the track files for writing the clearance side of yard records, the wheel report and the advance consist.

When the waybilling agent has been mechanically equipped to write or punch accurately, and with low clerical labor involvement, useful work might be added to his assignment. With a record of all forwardings in the form of "intelligent" paper, the railroad could volunteer to have its agent send full shipping notices by wire or mail to the consignee. At the same time, the railroad might wish to have similar information sent to its offline traffic agency and perhaps to its tracing bureau.

Patrons will appreciate such an improvement wherever we are able to make it. And we will better compete with highway carriers, one of whose principal selling points is the low number of hours or days in transit from loading to unloading. Have we ever thought of the speed of rail delivery in terms of inventory expense to the shipper? If 50 cars per day are involved and service can be stepped up from 5 days to 3 days, then 100 less carloads are on the rails at any one time. We should remember that our patrons have their money tied up in these 100 cars. It is not tied up just for two days, but on a steady movement it is tied up perpetually, it is part of the system.

P. & S. Applications

Can common language machines be applied profitably to purchasing and storekeeping functions and to the objective of reducing the $830,000,000 railroad inventory? For our industry's inventory at the end of 1953, we show an average of 124 days, or 18 weeks, of supply on hand. This necessarily includes stock on hand to cover any delay we have in paperwork, and it is normal for two weeks or more to expire between the date stock drops to the reorder point and the date the supplier gets the purchase order. If that delay is two weeks, it accounts for one-ninth of the total, just about $92,000,000.

We can shorten this delay by devising better means of accurate communication. Common language machines can be of real use. Each perpetual inventory purchase card can have filed with it a second card, punched either for tabulation or with a five-channel code. It could travel to the local storekeeper with the purchase card, which is reviewed as soon as the reorder point is reached. He can modify the standard quantity ordered or not, as conditions may require. In either event, the card is read for wire transmittal to the purchasing agent's office. On receipt, a punched tape or card is made at the same time the message is printed, and this will write the purchase order when the vendor has been selected. Cards or tapes should be on hand in the purchasing department for automatic writing of supplier's name, address and terms, shipping instructions and any other standard repetitive data. These tapes or cards, combined with the data from the storekeeper, will write the purchase order. Such changes alone well might cut a week off our lead time, and therefore reduce our inventories by half of the $90,000,000.

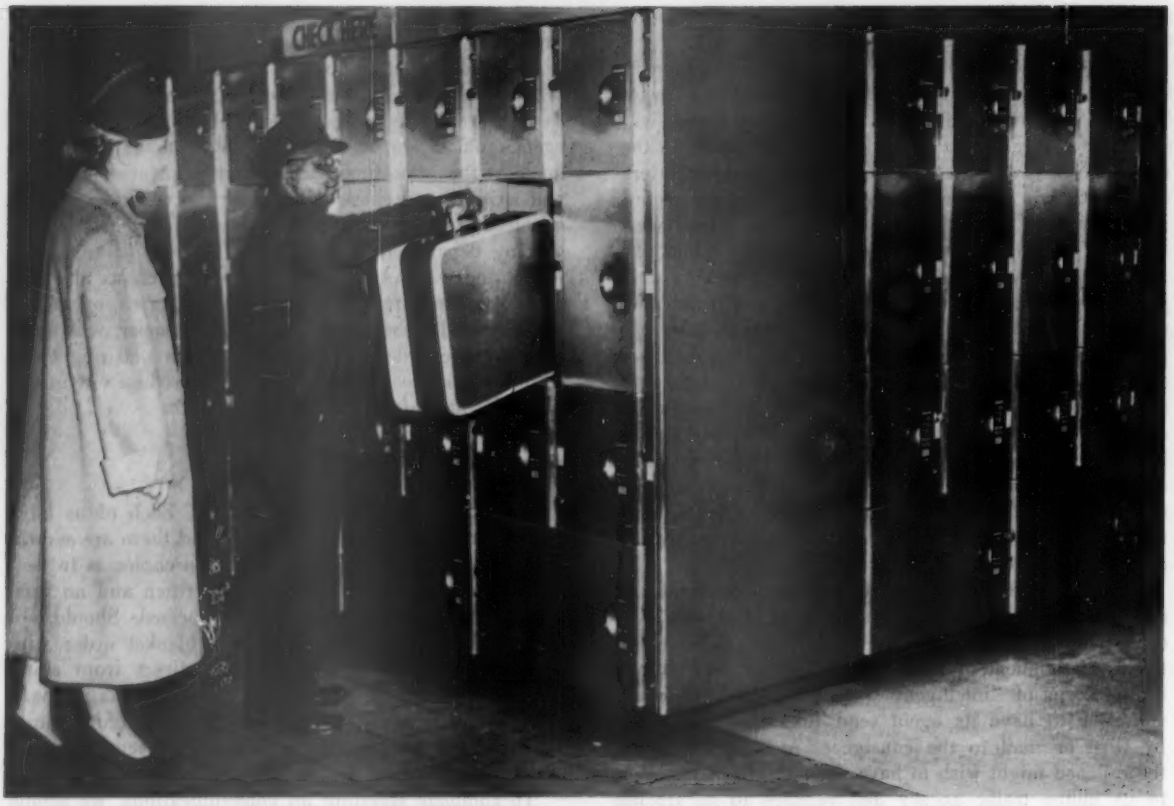
More Time Saving

This plan could be carried further. Each of us buys many items from one supplier only and there are several such exclusive suppliers. If there is no choice as to vendor, there is only one order to be written and no true, full purchasing function to be performed. Should not the purchasing department place a blanket order with these suppliers, subject to releases direct from storekeeper to supplier? Why should the purchasing department spend time and money only to relay information? This shortcut should save several days, even a week if Teletype is used.

To complete speeding up communications, we should work with our suppliers of these particular items so that receipt from us of orders in punched tape or punched card form would harmonize with their routines for sales order and billing. Properly systematized orders received one day could be shipped the next. Some suppliers already have indicated willingness to cooperate.

We have examined the values of mechanizing the rewriting of information. Is it not still better not to have to write at all, than to write even with common language machines? Experience has proved no weakness in a system where several copies of the purchase order constitute prewritten receiving memoranda. The receiving dock holds the open copy, notes on it the packages received and forwards both to the inspection center. Here the contents are examined and checked against quantities and descriptions which are ready-written. Much time is saved. Records read better. Receipts are not misreported, just because original writing is eliminated. Then the receiving memo bearing unit prices, terms, and noted for items received, goes to an accounting clerk who matches these papers to vendor's bills. Unless there are discrepancies, bills are approved at this desk and paid. This plan eliminates loss of cash discount due to slow paperwork. And it does not require busy department or bureau heads to approve routine transactions.

Properly engineered, carefully introduced and well installed, integrated data processing systems will generate pride in one's work. When the railroad man who runs the equipment goes home at night, he knows that he has been more than a mere pencil pusher. He has done his part in implementing an integrated plan for his road, a good railroad, and part of an honored industry which is very much alive.



27 NEW HAVEN ON-LINE STATIONS are now equipped with these new stainless steel "Guardian" parcel checking lockers. Earnings since installation point to return of road's investment in about 21 months. That's . . .

Why NH Owns Parcel Lockers

Since May 1953 all principal main line stations on the New York, New Haven & Hartford have been equipped with a new type of parcel checking locker which the road purchased outright from the manufacturer. Attractively fashioned in stainless steel with trim in tough maroon plastic, these "Guardian" lockers were built by the Flxible Company, Loudonville, Ohio, known as a manufacturer of motor buses.

While the New Haven has been pleased with the new design and operating features of the cabinets, their most significant advantage lies in the ownership feature, according to C. F. Caley, assistant to the vice-president. Projections, based on the first eight months of operation, indicate that the lockers will earn enough net, after reserves for depreciation, maintenance and expense, to entirely pay back the New Haven's $60,077 investment in about 21 months, Mr. Caley revealed. This is a return of over 58 per cent on the capital invested in the lockers.

The New Haven's owned-locker operation is system-wide, although as yet it does not include the two major terminals—New York's Grand Central and Boston's South Station. And while it was the first such installation of Flxible's new lockers within the railroad industry, a considerable number have been placed in bus terminals and airports throughout the country and in Alaska, Hawaii and Puerto Rico during the past two years. The manufacturer reports that comments from these terminal operators show their experience closely parallels the New Haven's both from the standpoint of public acceptance and earning ability.

The most recent railroad installation is in Chicago where the Rock Island and the New York Central have just placed a total of 924 lockers into LaSalle Street station. Currently, a number of other roads and terminal companies are considering buying them as replacement for present rented locker units.

An unusual feature of the New Haven's experience lies in the well-established axiom that parcel locker revenues—on a per cabinet basis— are greatest in major terminals; that income derived from such busy points must support installations in smaller on-line stations where locker service is more or less an accommodation

Operation and Servicing of Lockers

Numerous safeguards against "refund" claims have been designed into the locking mechanism. The key will lock the cabinet in the usual fashion after the proper coin has been inserted. It will not *un*lock the cabinet, however, until it has been removed and reinserted. This feature prevents accidental unlocking. It is neither possible to lock a cabinet nor remove the key when the door is open. The coin slots will accept only one coin at a time, quarter slots return smaller coins, and a locked cabinet will not accept coins at all. An unusual door spring arrangement exerts minimum pull when the door is held open to receive luggage, and exerts maximum pull when the door is closed. Red plastic covers on the keys make it easy for patrons to spot "empties."

Servicing—After a "no-show" or lost key delivery, the locker can be immediately restored to service by removing the keyless cylinder and substituting a keyed one (with a different code) from the station's own supply. The control key (top in illustration at right, above) lifts, but does not unfasten, the stainless steel security channel cover. The smaller tool (immediately below the control key) lifts an anchoring pin to release the keyless lock cylinder. The cabinet door remains locked until the new keyed cylinder actuates the release. In normal position, the channel cover strip partially covers the cylinder front and wholly conceals the lock mechanism to discourage malicious tampering. It is fully removed only to service counter mechanisms and locks. The channel control key is of a different pattern than the cash box key.

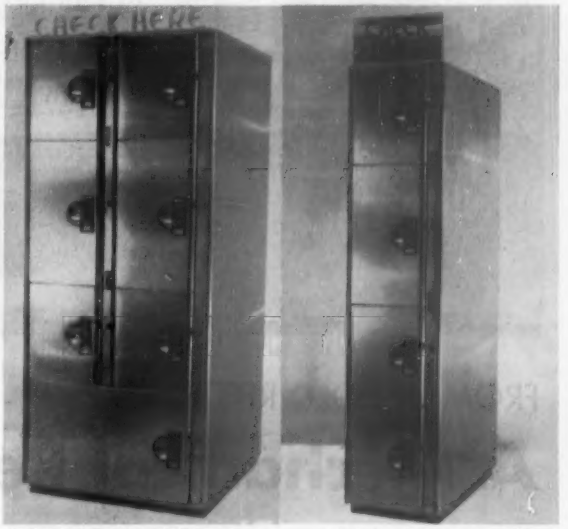
---

to travelers. Mr. Caley points out that although neither of the major New Haven terminals are presently equipped with Guardian lockers, the earnings from six of the larger on-line stations (Back Bay in Boston; Providence, R.I.; New London, Conn.; New Haven; Hartford and Bridgeport) are profitably supporting the "accommodation" installations in 21 smaller stations —many of which have but a single cabinet of four compartments and very low usage.

How Ownership Operation Works

A major element in operating any type of parcel lockers is replacement of the locking mechanism when contents are removed for additional storage due, when a key is lost or—as sometimes happens—when the customer simply abandons the contents of the locker. Because future patrons of that locker must be protected against a missing key being used unscrupulously to gain access, a system of lock rotation must be set up to insure that a "lost key" lock is never again used in that particular cabinet (and, preferably, not even in the same station or city).

Under the Guardian ownership system, this lock rotation function is carried on by the Flxible Company. Rotation is on a nationwide basis and the only charge the company makes is for key replacement (40 cents). The design of the Guardian locking mechanism is such that only the thumb-size lock cylinder—not the entire



WIDE 25¢ LOCKER at bottom (left) will accept "foot lockers" and other outsize luggage formerly accommodated only in parcel rooms. The New Haven attributes part of its relatively higher rental volume to the availability of these large cabinets at all locations. Note that all meters are placed at eye level for quick reading and convenient record keeping. Their count is not disturbed by lock changes. ALL 10¢ LOCKERS (right) are available in another of the four cabinet types offered by Flxible. All are designed to the same basic exterior dimensions. Stainless steel end panels and filler trim for "custom" installations are available from the manufacturer.

mechanism— is removed (by the use of a control key and a security tool) when replacement becomes necessary because of a "no-show" or lost key. This design permits storage of a complete duplicate set of keyed cylinders—one each for each locker in the station— in a space of little more than one square inch per lock. Lost-key cylinders are mailed to the factory when convenient (usually once a month) and keyed replacements are sent by return mail. But the locker itself is restored to revenue service immediately by installation of a keyed cylinder from the station's own reserve stock.

At New Haven, Russell Bowns, station cashier, keeps the entire duplicate set of company controlled keyed cylinders, plus a small supply of extras with keys that have blank tabs—all in a part of a single file cabinet drawer in the station baggage agent's office. Should two key replacements for the same locker become needed in rapid succession, he simply punches the proper locker number on one of the blank keys from the extra set and inserts that keyed cylinder into the locker which is in question.

Mr. Bowns points out that this double reserve system has saved the on-line stations an average of eight or nine days "deadhead" time for each lock exchange, when, under the former system, the lockers were out of service while awaiting locking mechanism replacements. "This new replacement system," he comments, "enables us to keep every locker continuously available when not in use on prepaid time. The lockers themselves have brought forth many favorable comments from our patrons and we see many persons using them for storage of things which they formerly brought to our parcel room."

Eugene J. Grimes, Jr., the New Haven's manager of baggage, mail and express traffic, reports that actual operating experience with the lockers has fully borne out the conclusions reached during investigations made prior to their purchase. "The system for immediate exchange of locks," he says, "keeps more lockers available for use. It has, along with the lock rotation system, improved our service to passengers while improving our own revenue picture. The system works smoothly and we have had prompt service from the manufacturer. We have experienced no measurable maintenance expense and our time cost of operating the lockers is no more than it was when we operated the rented lockers. And while our employees were frankly skeptical of taking over this operation at first because it looked complicated, they have found that it is really quite simple."

FROM AN OLD REEFER . . .

A Mechanical Refrigerator

A conventional end bunker refrigerator car, originally built in 1938 for the Chicago & North Western, has been converted to mechanical refrigeration by the North American Car Corporation. The car can be set to maintain automatically any temperature down to 15 degrees below zero.

The engine and condensing unit are installed in space formerly occupied by one ice bunker, releasing the other ice bunker for lading and increasing cargo space 10%. A distinguishing feature of the refrigerating system is the elimination of all electrical generating and driving equipment, and most electrically operated control devices. Instead, the compressor as well as the condenser fans are belt driven directly by the diesel engine. Air circulation is provided without auxiliary circulating equip-

(Continued on page 47)

To keep in step with the constant improvements in railroading, your communications system should be examined periodically. In that way, your service never becomes outdated—always meets your exact needs at the lowest costs. With Bell System service, such studies are a continuing activity.

Bell System communications engineers will help you take a good, close look at your own communications . . . *at no cost to you!* Their detailed study will help you get the most efficient use of your facilities . . . whether they are telephone, mobile radio, teletypewriter, intercommunication, paging, or telemetering and remote control systems.

More and more companies . . . including railroads . . . are taking advantage of Bell System service in meeting the communications demands of modern operation.

For a communications survey by Bell System engineers without charge, call your local Bell Telephone representative now.

BELL TELEPHONE SYSTEM

TELEPHONE MOBILE RADIO TELETYPEWRITER INTERCOMMUNICATION AND PAGING SYSTEMS TELEMETERING AND REMOTE CONTROL

CANADIAN NATIONAL RAILWAYS

JERSEY CENTRAL LINES

NORTHERN PACIFIC

ORDERS FOR NINE MORE BUDD RDCs

EIGHT of them are "first orders" for RDC by four railroads. The ninth is an additional RDC for the Canadian Pacific's Toronto-Detroit service to accommodate the overflow traffic generated by the two RDCs placed in service last November.

The Canadian National Railways has bought an RDC-1 and placed it in service between Fredericton and Newcastle in the province of New Brunswick. This run is 114.4 miles, with twenty-five scheduled and flag stops.

The Southern Pacific has placed an RDC-1 on the run between Oakland and Sacramento.

The Jersey Central is operating four RDC-1s, as multiple-units on main line commuter routes between Jersey City and Hampton, New Jersey.

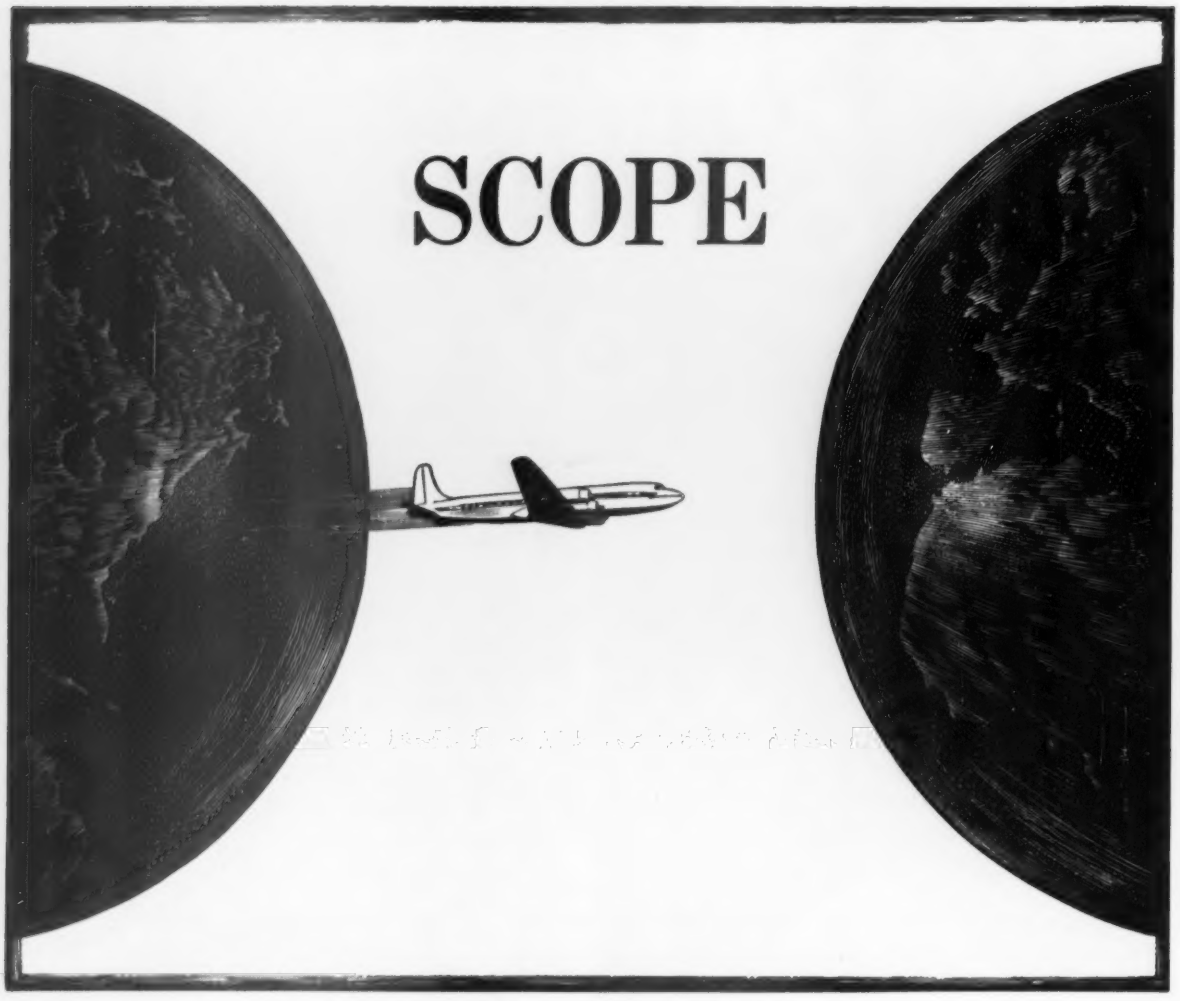
And the Northern Pacific has ordered an RDC-2 for branch line service in the Western district; and an RDC-3, for operation between Duluth and Staples, Minnesota, connecting with the North Coast Limited.

These new assignments further emphasize RDC's apparently limitless versatility.

The Budd Company, Philadelphia 15.

Budd

RDC BRINGS THEM BACK TO THE RAILS



Our service extends from the fulfillment of the complex requirements of the large corporation to the individual attention given each trust and deposit account. Our national and international correspondent connections enable us to serve your interests wherever they may be.

You will find this Bank alert to your needs, progressive in outlook and resourceful in meeting situations that require modern banking services.

Commercial Loans
Deposit Accounts
Foreign Transactions
Transfer Agent and Registrar
Executor and Trustee
Custodian Investment Review Service
Investment Counsel Service

THE BANK OF NEW YORK

New York's First Bank • Founded 1784

Main Office: 48 WALL ST. ☆ Uptown Offices: 530 FIFTH AVE. ☆ MADISON AVE. AT 63rd ☆ MADISON AVE. AT 73rd

Member Federal Deposit Insurance Corporation

AUXILIARY FLANGED WHEELS, riding on rails attached to the flat cars, are the secret of the speedy loading process of the French system.

Piggyback — French Style . . .

HOW WILL IT DO IN THE U. S.?

Piggyback, French style,* may soon appear in the United States. D. Clejan, the French company's general agent for sales to foreign countries, is now in this country negotiating with companies interested in making the French types of equipment available here. American firms seem interested in his wares, Mr. Clejan says, primarily because:

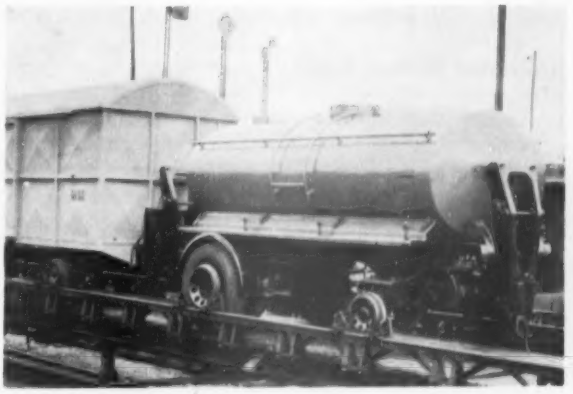
(1) The French system offers the fastest loading and unloading scheme yet developed, averaging about 1½ min per trailer;

(2) Since what might be called modified "circus loading" is the technical system used by the French, costs for building T-O-F-C terminals are much lower than costs for "side-loading" terminals; and

(3) The French system will use existing regular flat cars, adapted for the French type loading, or special very light flats. In either case the cost of the railroad equipment would be considerably less than the cost of depressed center cars.

Piggyback began in France about 16 years ago, and various methods of loading were tried, including side loading and several varieties of end loading. All these systems, Mr. Clejan states, consumed entirely too much time.

Also side loading needed too much terminal space. Out of all these experiments came the present modified circus loading. According to Mr. Clejan, it has been in common use since 1948, and now involves 110 terminals and 2,500 units of trailers and flats. Mr. Clejan was technical manager of the French company making the equipment during the developmental stage of the present system.



THIS CLOSE-UP shows the method of securing trailers in place, said to be adequate for safety at freight train speeds up to 85 mph.

Here's the way Mr. Clejan estimates comparable terminal costs of the French system with those which may be incurred by railroads which will try the depressed center cars and side loading. These estimates are based on the assumption that two terminals would be built, and that 1,000 trailers (i.e., 500 each way daily) would be

(Continued on page 47)

*This system was described in *Railway Age*, April 2, 1951, page 46.

What Research Can Do

Peet of MP heads AAR Accounting Division for year ahead—Universal station code favorably discussed

So long as we have eager, inquiring minds at work on our railroad properties, we still have a great and, perhaps, the major, part of our destiny in our own hands.

Those words were used by Harry A. DeButts, president of the Southern, in addressing the meeting of the Accounting Division of the Association of American Railroads, in Washington, D.C., on May 25. Mr. DeButts had mentioned that railroads are victims of an outmoded regulatory policy, which in part is responsible for the fact that railroad securities are no longer regarded by the public as a good investment. But, he said, the research or "test tube" type of thinking which actively promotes "the thinking that *all* things can be changed for the better" will lead to service improvements by the railroads which "will have a direct effect on earning capacity."

Mr. DeButts recognized the fact that research in itself has been responsible for substantial money savings for railroads. But, he said, mere changes in methods, which in some measure improve the railroads' ways of doing things they always have done, are not enough in these days. The implication of this statement was that there may be a lot of things railroads are not doing at all at which they should be working hard. There is, Mr. DeButts concluded, a necessity for everyone in the railroad industry, not only to "keep the lead out of his pants," but out of his head as well.

NEW OFFICERS—C. D. Peet (above), chairman; W. W. Cox (above left), first vice-chairman; and R. E. DeNeefe (left), second vice-chairman.

Universal Station Code

An important announcement at the meeting was the statement that the so-called Universal Station Code, which has been promoted by the accountants as of extreme usefulness to railroads, had been amended as suggested by operating and traffic officers especially, and had been turned over to the special accounting committee on research for further study and recommendations.

This announcement was made by Glenn F. Vivian, manager, statistical bureau, Executive Committee—Western Traffic Association. The proposed code, Mr. Vivian said, will produce "its greatest savings in accounting and statistical work . . . accomplished by a more complete use of punched accounting cards supplied by one carrier to another." Best use of the punched-card equipment, and attendant savings therefrom, Mr. Vivian went on, will be realized when exchange of cards among railroads is as complete as possible. Some of these benefits, he stated, would be the elimination of repetitious work involved in many present procedures, and the ability to prepare prompt, accurate and complete reports, which will be of benefit not only to the carriers preparing them but to others as well.

Mr. Vivian made a special point of the fact that, in these days of keen competition for traffic between railroads and other types of transportation, many special traffic studies are needed by the carriers. The universal station code, he concluded, will "expedite, simplify and reduce" the amounts of effort and money now spent in getting these reports. The time allowed for preparing such studies, Mr. Vivian said, usually is not great; hence, the reduction in time for preparation of these statements which will result from use of the code will be a fine thing for railroad managements.

Employee Training

C. R. Fichtenger, assistant comptroller, Norfolk & Western, and a member of the Accounting Division's disbursements committee, speaking on the subject of employee training, told members of the division that "very few railroads now have or have ever had a well-rounded training program for employees engaged in disbursement accounting work." This, Mr. Fichtenger went on, was most unfortunate because "it is becoming increasingly difficult, and in some cases impossible, to employ or hold the type of employee needed to build up and strengthen existing organizations."

Mr. Fichtenger stated that "after considering the various methods by which [a training program] can best be put into action it is believed the most logical

and desirable method is through organized training classes using simplified textbooks, supplemented with still slide pictures for certain phases of the program and motion pictures with others."

Since the disbursement accountant needs to know something about the various phases of the physical operation of a railroad, the photos and movies could do a great deal to acquaint him with those operations, Mr. Fichtenger continued. Textbook requirements for the program possibly could be met if three volumes were provided, "one for maintenance of way and structures, one for maintenance of equipment, and one for traffic, transportation—rail line, miscellaneous operations and general. . . ."

Mr. Fichtenger emphasized that the disbursements committee had given its stamp of approval to the type of training program he had outlined. In conclusion, the N&W officer stated that he hoped each railroad would inaugurate a training program of its own, for "the present as well as the future favorable results will be worth any reasonable cost in time and money" required to conduct such a progarm.

The Accounting Division's passenger committee reported that it had been working with passenger traffic officers to develop more military passenger traffic. During the past year railroads have regained some of the small group military travel which had been handled principally by non-scheduled air carriers; this was accomplished mainly through Section 22 fare quotations.

At the same time, the committee announced that it had devised a recommended method for billing the government for transportation requests issued in connection with special Section 22 quotations; and said it had learned that the General Accounting Office soon will be issuing transportation requests in punched-card form. This, the committee stated, will be of considerable help to railroads in collecting their monies from the government.

Retiring Division Chairman Lewis F. Ormond, vice-president of the Atlantic Coast Line, repeatedly urged members and guests to visit exhibits of the several manufacturers who displayed equipment during the meeting. "We are facing a revolution in ways of doing accounting and other related paperwork," he said, "and we can ill afford not to keep up with the best in equipment and methods."

On the final day of the meeting, C. D. Peet, chief accounting and financial officer of the Missouri Pacific, who served as first vice-chairman under Mr. Ormond, was elected to the position of chairman. W. W. Cox, vice-president and comptroller of the Delaware & Hudson, was moved up from second to first vice-chairman. R. E. DeNeefe, vice-president of the Gulf, Mobile & Ohio, was elected second vice-chairman.

FRENCH PIGGYBACK

(Continued from page 45)

traveling between the two terminals, an overnight distance apart.

As proposed in America:	
Two terminals @ $1–2 million each	$2,000,000–4,000,000
200 forklift trucks @ $12,000 each	2,400,000
Total	$4,400,000–6,400,000
Under the French system (if new loading platforms had to be built):	
Two terminals @ $55,000 each	$110,000
Forklift trucks—None	None
Total	$110,000

Under the French system forklift trucks are not needed. Terminal costs, where the French system is used, will depend, of course, on what facilities must be built or modified. However, Mr. Clejan states that in the United States existing team track facilities may be utilized and adapted to his system, as they were in France, where the total bill for new and transformed facilities at 110 locations was about $1 million. But, even if new terminals had to be built, Mr. Clejan asserts, they would cost considerably less than side loading facilities, and the builder would still be several million ahead.

Mr. Clejan also would like to persuade American transportation companies to use smaller and less expensive truck-trailers. Big ones have been tried in France, he says, but the French have gone back to smaller trailers. The reason? Since piggyback primarily serves good-sized towns, the traffic problem, once a trailer is on the ground, is as bad in France as here. The French have found smaller, more maneuverable trailers can get through some tight places where larger units get hung up. Mr. Clejan points out that, during an earlier visit to the U. S., he learned that one large eastern railroad ran into this problem in its LCL pick-up and delivery service, and went to smaller trailers. But whether or not U. S. operators go to smaller trailers or continue to use larger units, Mr. Clejan feels he will soon see his piggyback system in operation here, just as it is presently in use in Belgium, Germany and France.

MECHANICAL REEFER

(Continued from page 40)

ment. "Holdover" cold plates are another feature of the new refrigerating system. These are located in the ceiling space formerly required for air circulation. These plates contain the low temperature refrigerant solution which, in the event of power plant failure, provides a reservoir of heat absorption to maintain the temperature within the car for a period of from 8 to 24 hours. Temperature rise in case of failure is estimated to be 1 deg F per hour, or small enough so the cargo would not spoil before the failure was corrected.

The equipment was designed jointly by the Saylor Beall Company, St. Johns, Mich., Fairbanks, Morse & Co., Chicago, and Dole Refrigerating Company, 5910 North Pulaski, Chicago. Total weight of the refrigeration system is 6,100 lb. The car has a light weight of 32 tons, a capacity of 36 tons, and 1,762 cu ft of lading space.

"SAN FRANCISCO CHIEF"

(Continued from page 34)

councils suggesting that the exhibition might prove helpful to those working for merit badges both in railroading and in Indian lore. School groups, too, were encouraged. Even stamp collectors were remembered with a first-day cover issued on the first eastbound run.

Guessing Game

To make sure that the travel agents and ticket agents of foreign lines became thoroughly familiar with the new equipment and schedules, Mr. Anderson mailed promotional literature to a list of more than 40,000 of them. And to assure that this material was studied, he followed it up with a contest wherein agents were to try to guess the number of revenue passengers aboard the first runs westward out of Chicago and eastbound from San Francisco. To make an intelligent guess, Mr. Anderson reasoned, they must first study the train's consist, and the capacity of each piece of equipment from the literature furnished. Response to the contest was quick and enthusiastic. In a matter of days after it was outlined, more than 10% of the entire mailing list had responded with an estimate.

This mailing of informational literature to the travel industry was one of the first steps in the entire promotional program. Mr. Anderson wanted the industry prepared to answer any inquiry before word of the new service was given to the public. About 1,200 agents and representatives were able to sample the service for themselves in the special preview runs.

As June 6 approached, the intensity of promotional advertising increased markedly. Outdoor advertising, for example, reached "100%" at Chicago and San Francisco (meaning that a motorist will pass at least one 24-sheet billboard upon entering or leaving the city on any major artery). Newspaper advertising was stepped up in all dailies and weeklies on the route of the new train, and also at such eastern metropolitan centers as New York, Boston, Washington, Philadelphia, etc. During the first week of June, a full-color two-page spread was scheduled for such national circulation magazines as "Life" and "Saturday Evening Post," while full bleed pages will appear in "Holiday," "Look," "Collier's," and "Time." Mr. Dailey estimates that, through these publications alone, it is possible to bring the "San Francisco Chief" story to the attention of nearly 100,000,000 readers.

Supply Trade

(Continued from page 16)

Eugene F. Leherissey, manager of field sales—railway division, of **Dayton Rubber Company,** has joined the **W. M. Gibbs Railway Supply Company,** at Chicago.

Paul A. Cavett, formerly western sales manager of **Ajax-Consolidated Company,** has been elected vice-president of **Equipment Research Corporation,** Chicago.

Leighton C. Wood, sales representative of **International Business Machines Corporation** at New Haven, Conn., has been named special representative in the transportation department, at New York.

Karl T. Nystrom has been named vice-president of **Beck & Blatchford, Inc.,** at Chicago.

William G. Miller, executive vice-president of **Montreal Locomotive Works,** has been appointed president, and **Stephen G. Harwood,** sales manager, has been named vice-president.

James G. Eliasek, sales engineer of the **Vapor Heating Corporation** at Richmond, Va., has been advanced to district sales manager at Washington, D. C., succeeding **Lou A. Richardson,** who has been transferred to San Francisco. Mr. Eliasek's successor is **John J. Dempsey** of the service department at Chicago. Named as assistant western district sales manager at Los Angeles is **Edward A. Panacek,** sales engineer at that point, while **Ray J. Vlaming,** sales engineer at Jacksonville, Fla., transfers to Chicago.

Securities

Applications

ELGIN, JOLIET & EASTERN.—To issue $4,500,000 of promissory notes to its parent, the United States Steel Corporation. The notes would be issued from time to time this year, and proceeds would finance in part a program of heavy repairs to equipment. They would bear interest at 3%, and would be paid at the rate of $500,000 a month starting next December, with payment in full by September 1955.

NEW YORK, CHICAGO & ST. LOUIS.—To issue a collateral promissory note for $2,600,000, proceeds to be used to retire some of the applicant's series A preferred stock. The note, which would be sold on the basis of competitive bids, would be payable in 19 semiannual installments of $50,000 each, from March 28, 1955, through March 28, 1964, with final payment of $1,650,000 due September 28, 1964.

Security Price Averages

	June 1	Prev. Week	Last Year
Average price of 20 representative railway stocks	66.45	72.25	63.47
Average price of 20 representative railway bonds	94.71	94.72	89.35

Dividends Declared

BESSEMER & LAKE ERIE.—$3 preferred, $1.50, semiannual, paid June 1 to holders of record May 15.

BOSTON & ALBANY.—$2.50, payable June 30 to holders of record May 28.

CAMDEN & BURLINGTON COUNTY.—75¢, semiannual, payable July 1 to holders of record June 15.

CHICAGO, BURLINGTON & QUINCY.—$2, payable June 29 to holders of record June 10.

CHICAGO SOUTH SHORE & SOUTH BEND.—25¢, quarterly, payable June 15 to holders of record June 4

CINCINNATI, NEW ORLEANS & TEXAS PACIFIC.—$4, semiannual, payable June 21 to holders of record June 4.

DELAWARE & HUDSON.—$1, quarterly, payable June 28 to holders of record June 11.

DENVER & RIO GRANDE WESTERN.—$1.25, quarterly, payable June 22 to holders of record June 11.

DETROIT, HILLSDALE & SOUTH WESTERN.—$2, semiannual, payable July 2 to holders of record June 17.

ELMIRA & WILLIAMSPORT.—7% preferred, $1.65, semiannual, payable July 1 to holders of record June 18.

ERIE.—37½¢, quarterly, payable June 30 to holders of record June 4.

ILLINOIS CENTRAL.—common (stock dividend), 100%; 6% non-cumulative preferred (stock dividend), 100%; both paid June 1 to holders of record June 1; new common (initial), 62½¢, payable July 1 to holders of record June 1.

KANSAS CITY SOUTHERN.—common, 75¢, quarterly, payable June 15 to holders of record June 1; 4% non-cumulative preferred, 50¢, quarterly, payable July 15 to holders of record June 30.

KANSAS, OKLAHOMA & GULF.—6% preferred A, B and C, $3, semiannual, paid June 1 to holders of record May 21.

MINNEAPOLIS & ST. LOUIS.—extra, 10¢, payable June 10 to holders of record June 2; stock dividend, 33 1/3%, payable July 28 to holders of record July 2.

NORTHERN PACIFIC.—75¢, quarterly, payable August 3 to holders of record July 9.

PITTSBURGH, FORT WAYNE & CHICAGO.—7%, preferred, $1.75, quarterly, payable July 6 to holders of record June 10.

PITTSFIELD & NORTH ADAMS.—$2.50, semiannual, payable July 1 to holders of record June 18.

READING.—2nd preferred, 50¢, quarterly, payable July 8 to holders of record June 17.

ROCHESTER & GENESSEE VALLEY.—$2, semiannual, payable July 1 to holders of record June 21.

UNION PACIFIC.—$1.25, quarterly, payable July 1 to holders of record June 7.

WARE RIVER.—guaranteed, $3.50, semiannual, payable July 7 to holders of record June 18.

WEST JERSEY & SEASHORE.—$1.50, semiannual, payable July 1 to holders of record June 15.

WHEELING & LAKE ERIE.—$1.43¾, quarterly; 4% prior lien, $1, quarterly; both payable August 2 to holders of record July 16.

Organizations

Public Relations Association To Meet June 14-15

The second annual meeting of the Railroad Public Relations Association will be held at New York's Waldorf-Astoria Hotel, June 14-15, with the following program:

MONDAY, JUNE 14

9 a.m.—Registration.

10 a.m.—Opening meeting. Jade Room.

Presiding: George C. Frank, assistant to president, Erie; vice-president, Eastern region, RPRA.

Skit: "You Gotta Dig For It," by RPRA Thespians. A dramatic presentation setting the theme for the meeting.

Greetings and welcome: James B. Shores, director, employee—public relations, Texas & Pacific; president, RPRA.

10:20 a.m.—"Television in P.R. Work," by Dr. Warren Guthrie, professor of speech, Western Reserve University; television newscaster for Standard Oil Company of Ohio.

10:45 a.m.—"Public Relations Aspects of Passenger Traffic." A panel discussion by: George M. Crowson, assistant to president, Illinois Central, moderator; C. E. Bell, vice-president, Seaboard Air Line; R. M. Edgar, vice-president, Boston & Maine; E. C. Nickerson, vice-president, New York Central; W. W. Patchell, vice-president, Pennsylvania; and H. L. Schaeffer, chief traffic officer, Missouri Pacific.

12:30 p.m.—Luncheon. Basildon Room. Address by Laurence F. Whittemore, president, Brown Company, Berlin, N. H. Former president, New York, New Haven & Hartford.

2:30 p.m.—General Session. Jade Room.

Presiding: Bernie E. Young, assistant to president, Southern; vice-president, Southern region, RPRA.

Address by Holcombe Parkes, vice-president, Benton & Bowles.

3 p.m.—"How Much Government Regulation?" A panel discussion by: George L. Buland, vice-president & general counsel, Southern Pacific; Ralph C. Champlin, vice-president—public relations, Pennsylvania; and Franklyn Waltman, director public relations, Sun Oil Company.

6:30 p.m.—Reception. Basildon Room.

7:30 p.m.—Annual Dinner. Jade Room. Speaker to be announced.

TUESDAY, JUNE 15

9 a.m.—Business meeting and election of officers (Members only). Basildon Room.

10 a.m.—"Cracker-Barrel Conference." Jade Room. "What's Your Answer?" Audience analysis and group discussion of selected railroad public relations problems. Presiding: Gilbert H. Kneise, assistant to president, Western Pacific; vice-president, Western region, RPRA.

12:30 p.m.—Luncheon. Basildon Room. Address by Theodore Koop, Washington vice-president, Columbia Broadcasting System.

2:30 p.m.—General Session. Jade Room.

"Who's Doing What." A case history session of current railroad public relations activities.

"A New 'Chief' Rides the Santa Fe Trail," by Harold A. Burroughs, traveling representative, public relations department, Santa Fe.

"A Cooperative Approach to Community Relations," by J. Carroll Bateman, assistant chairman, Eastern Railroad Presidents Conference.

"How One Railroad Used Effective Public Relations in Working Out Revised Commuter Schedules," by Robert L. Barbour, director public relations, Jersey Central Lines.

The Summer Institute of the **International Transportation Department** of the **Young Men's Christian Association** will be held at Silver Bay, N.Y., June 20-25. Open to both professional and lay leaders of railroad YMCA's, the program will highlight recent developments in labor-management relationships, YMCA board leadership, and international and domestic affairs. Program workshops and sessions on "professional growth" will be included.

Arthur M. Weimer, dean of the Indiana School of Business, will describe "The Importance of Transportation to Our Present Economy" at a June 16 luncheon session of the **Ohio Valley Transportation Advisory Board.** The luncheon, to be held in the Hotel Lincoln, Indianapolis, will follow the general meeting of the board. The **Indiana State Chamber of Commerce,** the **Indianapolis Traffic Club,** the **Indianapolis Chamber of Commerce** and the **Indianapolis Board of Trade** will participate in the luncheon.

W. A. Callendine, assistant to vice-president, planning and development, Republic Steel Corporation, will discuss the St. Lawrence seaway at a meeting of the **Women's Traffic Club of Cleveland** at the Allerton Hotel, June 10.

New Facilities

Union Pacific Opens New Kansas City Yard

The Union Pacific's $4-million yard at Kansas City, Kan., was officially opened for service on the morning of June 1. With a capacity of 2,764 cars, the yard was built "to accommodate the growing volume of traffic moving via this important gateway."

Approximately 1½ miles long, the yard has 34 tracks and is equipped with power switches. The construction included a general yard office at existing Armstrong yard and 202,610 ft of track. A 48-ft yardmaster's tower is radio-equipped to communicate with 28 switch engines and three supervisory automobiles that are used in the area. The yard also is equipped with six high-level paging loudspeakers, 46 low-level talk-back intercommunication units, and a 2½-mile pneumatic tube system. The Pacific Fruit Express Company has a 200-car-capacity icing platform with two automatic icing machines. These are linked to the foreman's office by radio.

Boston & Maine Transportation Co. — This firm, controlled by the Boston & Maine, opened on May 24, in East Cambridge, Mass., a new headquarters building housing general offices, a truck freight terminal and a bus storage and maintenance garage. In the truck-freight section, 20 doors handle incoming and outgoing freight; at each door a speaker system is connected to each truck, over which the driver and freight handler talk directly to the central checking clerk. A complete paint shop with high speed ventilation, and a small carpenter and body shop, will supplement services available in the new headquarters.

Grand Trunk Western.—Improvement plans, revealed at the annual directors' meeting in Detroit, include construction of new car department buildings at both Lansing, Mich., and Durand; extension of tracks and facilities at Nicholas yard, Battle Creek; and construction of diesel locomotive servicing facilities in Chicago, Pontiac, Mich., and Detroit.

Illinois Terminal.—This road has applied to the ICC for authority to construct and operate a 1.09-mile industry track in the area of the Granite City Harbor and Dock development on the Mississippi river in Madison county, Ill.

Indianapolis Union.—A deck-plate girder bridge over Pugue's run on the Belt railroad division is being replaced with a triple 10x10-ft concrete box culvert. Smith & Johnson, Inc., of Indianapolis, are handling the project, which will cost $107,234.

COMPLETELY REMODELED, the Texas & Pacific's passenger station at Atlanta, Tex., is now some 30 ft. longer than before. The waiting room has been tiled and the walls covered with steel tile wainscoting and painted a pastel green above. Ceilings are ivory color and fluorescent lighting is used throughout. Citizens turned out in large numbers to observe the formal dedication ceremony at which Mayor F. P. Ellis "accepted" the station on behalf of his community from T&P President W. G. Vollmer. Earlier, Mr. Vollmer had addressed civic leaders and business men at a special service club luncheon.

Railway Officers

CHICAGO GREAT WESTERN.—L. B. Davis and **W. E. Kaigler** have been appointed general agents at Detroit and New Orleans, respectively.

NEW HAVEN.—Thomas M. Forstall, New York public relations consultant, has been appointed consultant, on public relations matters, to **Patrick B. McGinnis,** president of the New Haven.

Col. William S. Carr, superintendent of the New Haven division, has been appointed general superintendent, and **Roscoe P. Noyes,** superintendent transportation, has been named general superintendent transportation, both at New Haven. **Stephen P. McDonough,** operating assistant, has been appointed assistant general superintendent at Boston, and **Richard J. Duggan,** superintendent of New York terminals, has been named superintendent of the New Haven division. **Daniel A. Benson,** operating assistant, has been promoted to superintendent of New York terminals at Harlem River, New York, and **Craig D. Kelly,** trainmaster, has been appointed assistant superintendent at New Haven. **David G. MacLeod,** assistant trainmaster at Providence, has been promoted to trainmaster there.

Wilson E. Symons, superintendent car maintenance, has been appointed assistant general mechanical superintendent, with headquarters as before at New Haven, replacing **Bert R. Jones,** who has retired after 36 years with the railroad. **Russell H. Davis,** shop superintendent at Van Nest, N.Y., succeeds Mr. Symons as superintendent car maintenance at New Haven, and is succeeded in turn by **Arthur E. Mayo,** formerly assistant superintendent of Van Nest shops.

TEXAS & NEW ORLEANS.—C. R. Dehm has been named district freight and passenger agent at Waco, Tex., succeeding the late **D. R. Temple. A. J. Bordelon** has been appointed assistant general freight agent—rates at Houston, Tex.

As *Railway Age* reported March 15, **J. J. Moore,** assistant general manager, has been advanced to general manager at Houston, Tex., while **R. de Waal,** superintendent at San Antonio, Tex., has been named to succeed him. Mr. de Waal's successor is **J. W. Kraemer,** assistant superintendent at Ennis, Tex.

Mr. Moore began his railway career in 1906 as a fireman for the San Antonio & Aransas Pass (now Southern Pacific). After holding other operating

J. J. Moore

R. de Waal

J. W. Kraemer

positions, he became assistant superintendent at Victoria, Tex., in 1935 and superintendent at Houston in 1940. He was appointed assistant general manager in 1943.

A. L. Springfield, supervisor operations, has been appointed trainmaster at Hearne, Tex., succeeding **B. H. Carpenter,** who transfers to Houston. **F. W. Wehner,** trainmaster at El Paso, has been transferred to Del Rio.

NORTHERN PACIFIC.—As *Railway Age* reported May 10, A. J. Hendry (above) has been appointed signal engineer at St. Paul, while John E. Hoving becomes assistant chief engineer at Seattle.

WESTERN MARYLAND.—B. E. Wynne has been appointed controller at Baltimore. **E. P. Wiseman,** assistant general auditor, has been named general auditor, and **E. P. Holland** has been appointed assistant comptroller. **E. G. Reese,** disbursements accountant at Hagerstown, Md., has been named auditor disbursements. Mr. Wynne was formerly assistant to comptroller of the Bessemer & Lake Erie at Pittsburgh.

OBITUARY

Harry E. Erickson, general agent of the **Milwaukee** at Minneapolis, died May 25.

Ephraim L. Olson, retired claims supervisor of the **Chicago & North Western** at Chicago, died May 26 at St. Francis Hospital, Evanston, Ill.

H. E. Stevens, retired vice-president, operation and maintenance, of the **Northern Pacific,** died May 26 at St. Paul, after a long illness.

VOSS HEADS DM&IR

F. J. Voss, vice-president and chief engineer of the Duluth, Missabe & Iron Range, has been named president and general manager at Duluth, Minn. H. A. Smith, assistant chief engineer, has been appointed chief engineer.

CLASSIFIED ADVERTISEMENTS

RAILWAY EQUIPMENT
FOR SALE

Used—As Is—Reconditioned

RAILWAY CARS
ALL TYPES
"SERVICE-TESTED"
Freight Car Repair Parts
For All Types of Cars

LOCOMOTIVES
Diesel, Steam, Gasoline
Diesel-Electric

RAILWAY TANK CARS
STORAGE TANKS
6,000—8,000 and 10,000-Gallon
Cleaned and Tested

CRANES
Overhead and Locomotive

RAILS
New or Relaying

IRON & STEEL PRODUCTS, INC.

General Office
13486 S. Brainard Ave.
Chicago, 33, Illinois
Phone: MItchell 6-1212

New York Office
50-c Church Street
New York 7, New York
Phone: BEekman 3-8230

"*ANYTHING* containing IRON or STEEL"

FOR SALE

Steel sheathed Business Car. Combined observation-dining room; 4 staterooms, and kitchen. For further information and floor plan, apply to G. H. Bolton, Purchasing Agent, Boston and Maine Railroad, Boston 14, Mass.

Educational Services for RAILROAD MEN

Our New Service on Diesel Locomotive Operation is highly recommended for Engineers and Firemen

The Railway Educational Bureau
Omaha 2, Nebraska

AVAILABLE MANUFACTURER'S REPRESENTATIVE

Firm with 19 years business experience dealing with Eastern Railroads will consider new accounts in the railroad supply field. Principles have excellent connections and a wide acquaintance with Purchasing Agents and Heads of Departments. Established office in Grand Central Terminal Bldg., New York, N. Y.

Address Box 725, RAILWAY AGE, 30 Church St., New York 7, N. Y.

SALES REPRESENTATIVE

Man—about—30 years
Some previous experience in selling to R.R. or Mechanical R.R. experience.
Education—College Training desirable, not absolutely necessary.
75 year old, aggressive manufacturer of pipe joints and fittings—small city—pleasant surroundings.
New opening in a proved market—excellent opportunities.
Address Box 730, RAILWAY AGE, 30 Church St., New York 7, N. Y.

FOR SALE

A 25-ton Plymouth gasoline locomotive, standard gauge, LeRoi Engine, rebuilt 1939, air brakes, automatic coupler and sanders. Good condition.

Atlas Terminal, Inc.
8000 Cooper Ave.
Glendale, L. I., N. Y.
DAvenport 6-3560

KEEP
BUYING
DEFENSE
BONDS

FOR SALE

Four 70-ft. all-steel flat cars.

Wood decking and A B brakes. *One private railroad car* with living room, dining room, 3 bedrooms, and kitchen. All cars in first class condition. Will pass interchange. Inspection can be made at our Chicago yard.

Erman-Howell Division

LURIA STEEL AND TRADING CORP.
332 South Michigan Avenue Chicago 4, Illinois
Phone WAbash 2-0250

Morrison Plan

Supplies Rolling Stock Without Capital Investment

Affords you an opportunity to balance your car requirements with car deficits within the per diem rate structure — without dollar investment.

We welcome your request for detailed information.

A Service of

International Railway Car Co.
General Offices — Buffalo, N. Y.

HOW TO PROTECT THE MONEY YOUR ROAD INVESTS IN DIESELS

If knowledge is power, and it surely is—then the more you and your employees know about diesel locomotives, the more you're going to get for your investment—in better operation, lower repair costs, and longer locomotive life. The NEW

DIESEL-ELECTRIC LOCOMOTIVE HANDBOOK is the only book that offers you, in plain language, complete understanding of all leading makes of TODAY'S diesel locomotives—mechanical and electrical equipment; reasons behind their design; proper operation; maintenance, and service; trouble-shooting; combustion and lubrication; and much more. Order it today.

10-DAY FREE EXAMINATION

Simmons-Boardman Books, 30 Church St., New York 7, N. Y. Send me on 10 days' trial the book (s) checked below.

☐ Mech. Equip. $4.95
☐ Elec. Equip. $4.95
☐ Both Volumes only $9.75

Name .....
Street .....
City, State .....

6-7-54

Advertisers IN THIS ISSUE

Armco Steel Corp. 1
Agency—N. W. Ayer & Son, Inc.

Bank of New York, The 44
Agency—Doremus & Co.

Bell Telephone System 41
Agency—N. W. Ayer & Son, Inc.

Boston & Maine Railroad 51

Budd Co., The 42, 43
Agency—Lewis & Gilman, Inc.

Chicago & Eastern Illinois Railroad 32
Agency—Fuller & Smith & Ross, Inc.

Fairbanks-Morse & Co. ..... Inside Front Cover
Agency—The Buchen Co.

General Electric Co. 24, 25
Agency—Benton & Bowles, Inc.

General Railway Signal Co. ..... Back Cover

General Steel Castings 31
Agency—Oakleigh R. French & Assoc.

Heywood-Wakefield Co. 10, 11
Agency—Charles W. Hoyt Co., Inc.

International Railway Car Co. 26, 51
Agency—Bowman & Block, Inc.

Iron & Steel Products, Inc. 51

Luria Steel & Trading Corp. 51

Oxweld Railroad Svce. Co. 27
Agency—J. M. Mathes, Inc.

Pullman Standard Car Mfg. Co. ..... 17 to 22
Agency—Fuller & Smith & Ross, Inc.

Railway Educational Bureau, The 51

Remington Rand, Inc. 23
Agency—Leeford Advtg. Agency, Inc.

Rollway Bearing Co., Inc. 6
Agency—Barlow Advtg. Agency, Inc.

Rust-Oleum Corp. 12
Agency—O'Grady-Andersen-Gray, Inc.

Ryerson, Joseph T. & Son, Inc. 52

Superior Car Door Co. ..... Inside Back Cover
Agency—W. S. Kirkland, Advtg.

Union Switch & Signal 2
Agency—Batten, Barton, Durstine & Osborn, Inc.

Vanadium Corp. of America 28
Agency—Hazard Advtg. Co.

Westinghouse Air Brake Company 4
Agency—Batten, Barton, Durstine & Osborn, Inc.

Wine Railway Appliance Co., The ..... Front Cover
Agency—Thomas J. Stead

STEEL *in stock at* **RYERSON**

Joseph T. Ryerson & Son, Inc., Plants: Chicago, Milwaukee, St. Louis, Cincinnati, Detroit, Cleveland, Buffalo, Boston, Philadelphia, Charlotte, N. C., Jersey City, Pittsburgh, Los Angeles, San Francisco, Seattle, Spokane

BARS—carbon & alloy, hot rolled & cold finished
STRUCTURALS—channels, angles, beams, etc.
PLATES—sheared & U. M., Inland 4-Way Floor Plate
SHEETS—hot & cold rolled, many types and coatings
TUBING—boiler & mechanical, seamless & welded
STAINLESS—Allegheny plates, sheets, bars, tubes

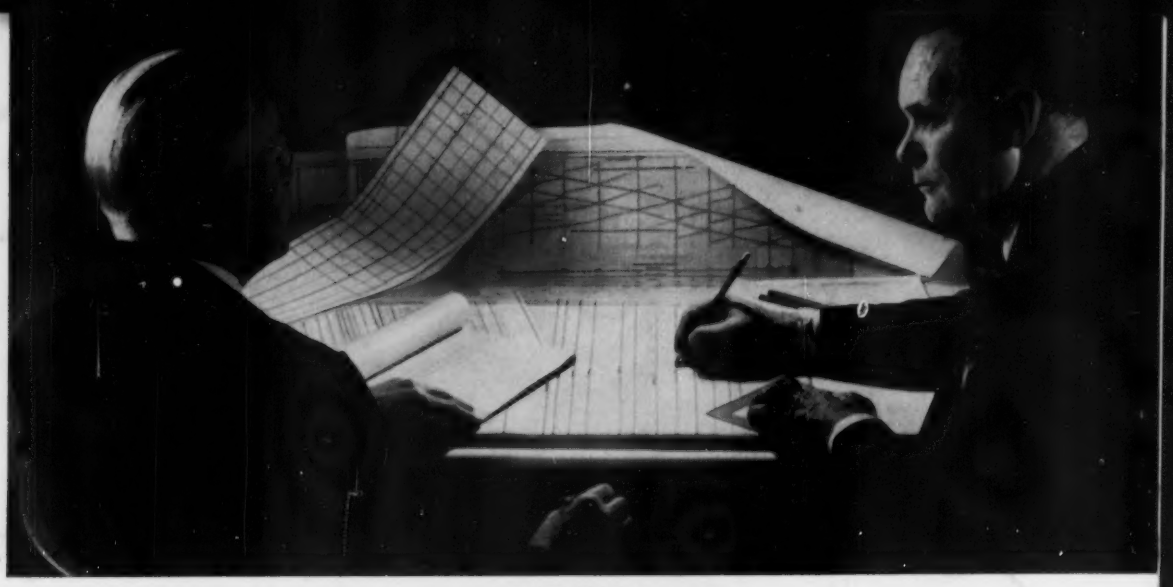
when your lading demands SUPERIOR protection...

demand SUPERIOR CAR DOORS

- *WEDGE-TIGHT* SEALING
- *SMOOTH* INSIDE SURFACE
- *LIGHT* WEIGHT
- *COMPLETE* WATER-SHED
- *FREE* ROLLING
- *LOCKS* (OPEN OR CLOSED) AUTOMATICALLY

Here's lading that *really* requires SUPERIOR protection—ammunition! That's why weather-tight SUPERIOR Car Doors were used on this 880-car U. S. Navy order!

SUPERIOR CAR DOOR COMPANY
332 SOUTH MICHIGAN AVE. • CHICAGO 4



LET'S GET TOGETHER-- --AND LOOK AHEAD

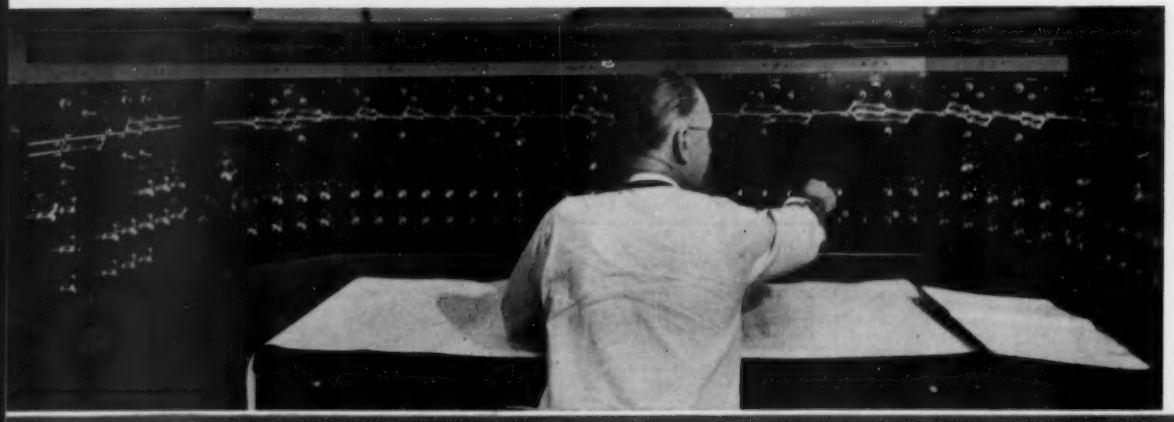
with G-R-S Centralized Traffic Control

You can profit in '54 by . . .

Consolidation. Combining interlockings and block offices greatly reduces operating expenses. You can expect to pay costs from savings in a few years.

Track Retirement—without sacrificing capacity. By converting to single track, or by reducing the number of sidings, you cut track maintenance. Salvage of rails and ties can pay a large part of the first cost of cTc.

Centralized Control. All trains operate by signal indication only, directed from one point. You gain efficiency, speed, and flexibility. You have a finer, more exact control of your railroad.



Ask us for data on how G-R-S cTc can save you time and money. Together, we can discuss the future—and plan it.

GRS

GENERAL RAILWAY SIGNAL COMPANY

230 Park Av. NEW YORK 17 | 122 S. Mich. Av. CHICAGO 3 | Main Office ROCHESTER 2, N. Y. | 611 Olive St. ST. LOUIS 1 | A-2677A

1904 50th YEAR 1954